

# INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

## 29 WILDWOOD AVENUE ELECTRIC VEHICLE CHARGING STATION PROJECT PIEDMONT, CALIFORNIA



LSA

October 2024

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**INITIAL STUDY/  
MITIGATED NEGATIVE DECLARATION**

**29 WILDWOOD AVENUE ELECTRIC VEHICLE CHARGING STATION PROJECT  
PIEDMONT, CALIFORNIA**

Submitted to:

City of Piedmont  
120 Vista Avenue  
Piedmont, California 94611

Prepared by:

LSA  
157 Park Place  
Pt. Richmond, California 94801  
(510) 236-6810

Project No. 20241601



October 2024

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## LIST OF ABBREVIATIONS AND ACRONYMS

µg/L	micrograms per liter
AB	Assembly Bill
ABAG	Association of Bay Area Governments
ACDEH	Alameda County Department of Environmental Health
ACM	asbestos-containing materials
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
BMP	Best Management Practice
CalEEMod	California Emission Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Cal-OSHA	California Occupational Health and Safety Administration
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CH <sub>4</sub>	methane
City	City of Piedmont



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Clean Air Plan	<i>2017 Clean Air Plan</i> (Bay Area Air Quality Management District)
CMP	Congestion Management Program
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
CPS	Cleanup Program Site
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
DOSH	Division of Occupational Safety and Health
DOT	United States Department of Transportation
DWR	Division of Water Rights
EBMUD	East Bay Municipal Utility District
EMF	electromagnetic fields
EO	Executive Order
EPA	United States Environmental Protection Agency
EV	electric vehicle
FCC	Federal Communications Commission
FEMA	Federal Emergency Management Agency
GSA	Groundwater Sustainability Agency
HFCs	hydrofluorocarbons
I	Interstate
ITE	Institute of Transportation Engineers
LBP	lead-based paint
LID	Low Impact Development

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LUST	Leaking Underground Storage Tank
mgd	million gallons per day
mg/kg	milligrams per kilogram
MLD	Most Likely Descendant
MRP	Municipal Regional Stormwater NPDES Permit
MTBE	methyl tert-butyl ether
MTC	Metropolitan Transportation Commission
MWWTP	Main Wastewater Treatment Plant
N <sub>2</sub> O	nitrous oxide
NAHC	Native American Heritage Commission
NO <sub>2</sub>	nitrogen dioxide
NO <sub>x</sub>	nitrogen oxides
OPR	Office of Planning and Research
OSHA	Occupational Health and Safety Administration
PFCs	perfluorocarbons
PFD	Piedmont Fire Department
PG&E	Pacific Gas and Electric Company
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PM <sub>10</sub>	particulate matter less than 10 microns in diameter
PPD	Piedmont Police Department
PRC	Public Resources Code
Project	29 Wildwood Avenue Electric Vehicle Charging Station Project
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gas
RWQCB	Regional Water Quality Control Board

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SB	Senate Bill
SF <sub>6</sub>	sulfur hexafluoride
SGMA	Sustainable Groundwater Management Act
SO <sub>2</sub>	sulfur dioxide
SR	State Route
SRA	State responsibility area
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
Technical Advisory	<i>Technical Advisory on Evaluating Transportation Impacts in CEQA</i> (December 2018)
TMDL	Total Maximum Daily Load
TPH	total petroleum hydrocarbons
TPH-d	total petroleum hydrocarbons as diesel
UCMP	University of California Museum of Paleontology
USDA	United States Department of Agriculture
UST	underground storage tank
UWMP	Urban Water Management Plan
VMT	vehicle miles traveled
VOC	volatile organic compounds
Water Board	San Francisco Bay Regional Water Quality Control Board
WTP	water treatment plant

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## 1.0 PROJECT INFORMATION

**1. Project Title:**

29 Wildwood Avenue Electric Vehicle Charging Station

**2. Lead Agency Name and Address:**

City of Piedmont  
120 Vista Avenue  
Piedmont, California 94611

**3. Contact Person and Phone Number:**

Joshua Muller, Assistant Planner  
(510) 420-3050

**4. Project Location:**

The approximately 0.22-acre project site is located at 29 Wildwood Avenue in Piedmont, Alameda County (Assessor's Parcel Number [APN] 051-4638-014-00).

**5. Project Sponsor's Name and Address:**

Jeremy Randolph  
Shell Recharge  
150 North Ashford Dairy Road, Floor 7  
Houston, Texas 77079

**6. General Plan Designation:**

Mixed Use

**7. Zoning:**

Zone D – Commercial and Mixed Use

**8. Description of Project:**

The City of Piedmont (City) is considering a request for a Conditional Use Permit, a Non-Residential Sign Design Review Permit, and a Design Review Permit and Variance to demolish an existing gas and auto repair station at 29 Wildwood Avenue and replace it with a 14-stall electric vehicle (EV) charging station. A more detailed description of the proposed project is provided in Chapter 2.0, Project Description.

**9. Surrounding Land Uses and Setting:**

The project site is generally surrounded by single-family residential uses to the north and east and commercial uses to the west and south. The project site is bordered by Grand Avenue to the west and Wildwood Avenue to the south-southeast. A more detailed description of the surrounding land uses is provided in Chapter 2.0, Project Description.

**10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):**

Please see Section 2.2.6, Project Approvals.

**11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

On May 31, 2024, the City sent an Assembly Bill (AB) 52 outreach letter to the Native American tribe that had previously requested to be contacted by the City for potential consultation pursuant to AB 52. The letter, which was sent via email, described the project and invited the tribe to request consultation should they have any concerns. The City did not receive any requests from any tribes during the 30-day request period; therefore, consultation pursuant to Public Resources Code (PRC) Section 21080.3.1 has been completed.

## 2.0 PROJECT DESCRIPTION

The following describes the proposed 29 Wildwood Avenue Electric Vehicle Charging Station Project (project) that is the subject of this Initial Study prepared pursuant to the California Environmental Quality Act (CEQA). The proposed project would result in demolition of the existing gas and auto repair station at 29 Wildwood Avenue and construction of a 14-stall EV charging station as detailed below. The City of Piedmont is the lead agency for review of the proposed project under CEQA.

### 2.1 PROJECT SITE

The following describes the project location, existing conditions, surrounding land uses, and regulatory setting.

#### 2.1.1 Project Location

The approximately 9,691-square-foot project site is located at 29 Wildwood Avenue in Piedmont and consists of one parcel (APN 051-4638-014-00). The project site is bounded by Wildwood Avenue to the south-southeast, Grand Avenue to the west, and single-family residential development to the north.

Regional vehicular access to the project site is provided by Interstate (I) 580, approximately 0.5 mile west of the project site. The closest on- and off-ramps to I-580 are at Grand Avenue approximately 0.75 mile to the south. Figure 2-1 shows the regional and local context of the project site. Figure 2-2 depicts an aerial photograph of the project site (see Section 2.1.3 for a description of surrounding uses).

#### 2.1.2 Existing Conditions

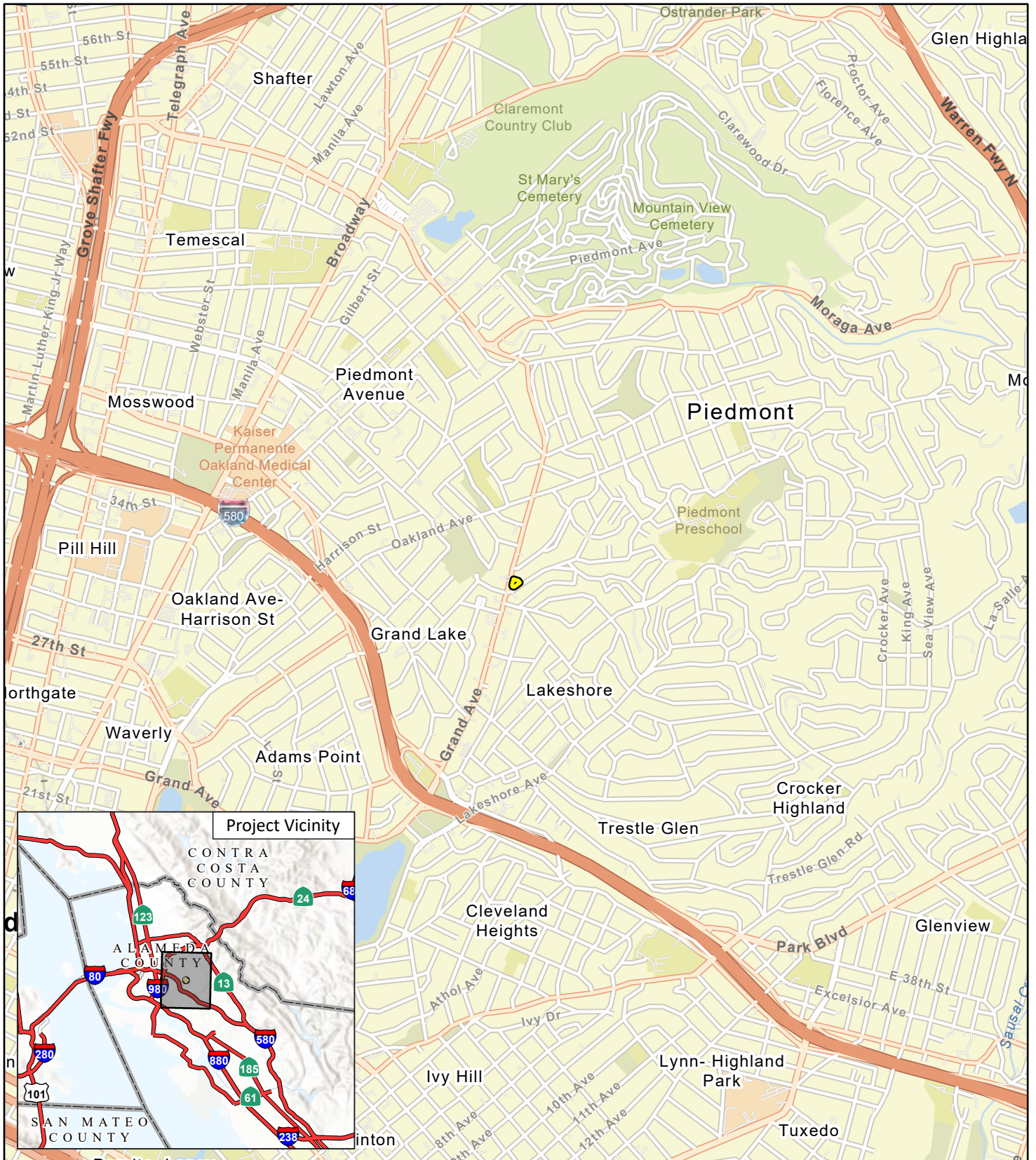
The project site is currently developed with a closed and vacated gas station and minor auto-repair shop. The current structures include four fueling stations under two canopies and a one-story building containing a minor auto-repair shop. The previous uses as a gas station and minor auto-repair shop have all been discontinued and all structures above ground and all infrastructure below ground (e.g., underground fuel storage tanks) are proposed to be removed. Removal of the underground fuel storage tanks would occur prior to redevelopment of the project site in accordance with the regulations and requirements of the Alameda County Department of Environmental Health (ACDEH) and the State Water Resources Control Board (SWRCB).

#### 2.1.3 Surrounding Land Uses

As shown in Figure 2-2, the project site is generally surrounded by single-family residential uses to the north and east and commercial uses to the west and south. The project site is bordered by Grand Avenue to the west and Wildwood Avenue to the south-southeast.

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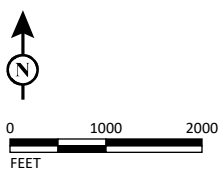




 Project Location

FIGURE 2-1

LSA



29 Wildwood Avenue Electric Vehicle Charging Station  
Regional Location

SOURCE: Esri Topo 2024

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LSA


 Project Location

FIGURE 2-2



SOURCE: Google Maps

29 Wildwood Avenue Electric Vehicle Charging Station  
Project Site

#### 2.1.4 Circulation and Access

The project site consists of a vacant fuel station with a large, paved parking lot. Vehicle access to the project site is provided by four driveways (two on Wildwood Avenue and two on Grand Avenue) allowing ingress and egress to the project site. The site is currently gated with a chain-link fence.

#### 2.1.5 Regulatory Setting

The project site has a General Plan land use designation of Mixed Use and is within the Zone D zoning district. According to Division 17.26 of the City Code, Zone D is established to regulate and control commercial and mixed-use commercial/residential development where pedestrian-oriented commercial development will serve the neighborhood, consistent and in harmony with the character of the neighborhood and adjacent residential areas. Commercial uses that will serve the neighborhood are those uses which neighbors would be expected to use on a regular basis. They do not include uses that would be expected to draw the major portion of their clientele from outside the neighborhood.

### 2.2 PROPOSED PROJECT

The proposed project involves the demolition of the existing gas and auto repair station at 29 Wildwood Avenue and construction of a 14-stall EV charging station. Figure 2-3 shows the proposed site plan. Individual components of the proposed project are discussed below.

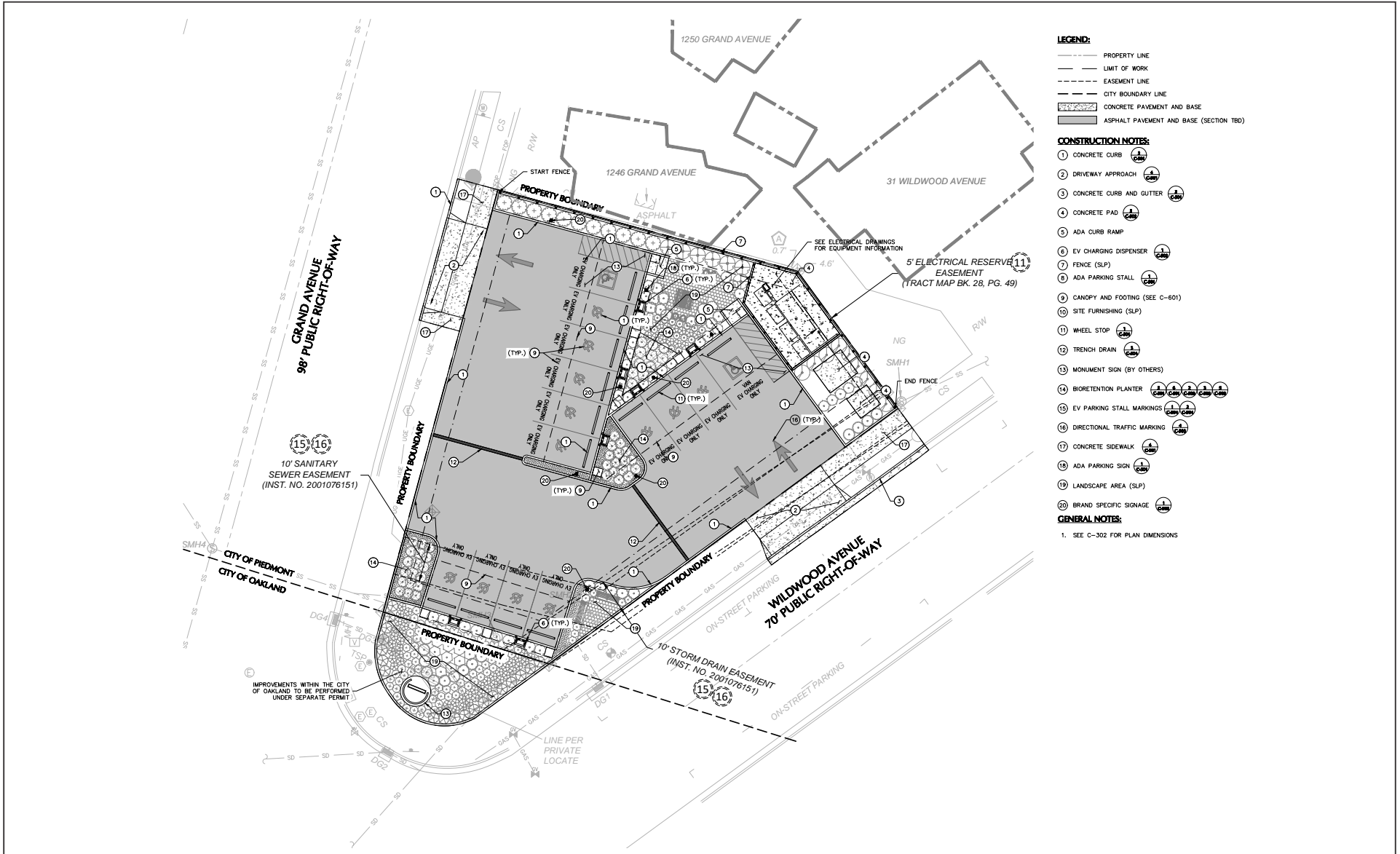
#### 2.2.1 Proposed EV Charging Facility

The proposed project would result in the redevelopment of the project site with an EV charging facility that would include a total of three covered charging areas, two with five EV charging stalls and one with four EV charging stalls. Seven EV charging kiosks/dispensers would be installed to serve the 14 EV charging stalls. Associated electrical equipment would be located within an approximately 200-square-foot enclosure, on a concrete pad, in the northeastern corner of the project site. A new 6-foot-tall Trex fence would be installed along the rear property boundary and around the EV charging infrastructure. A public seating area with a picnic table, bench, and recycling bins would be provided in the central portion of the project site. Two benches would be provided adjacent to Wildwood Avenue. Twenty-two light fixtures would be installed throughout the project site.

Two new canopies supported by laminated timber canopy beams and columns would be installed. Canopy A, approximately 11 feet, 6 inches in height, would be installed in the center of the project site. Canopy B, approximately 12 feet, 4 inches in height, would be installed near the corner of Wildwood Avenue and Grand Avenue.

The proposed project would include installation of new signage, including four brand signs attached to the proposed canopies, three bay header signs also attached to the canopies, and six freestanding brand specific signs. The brand signs on the canopies would face Wildwood Avenue and Grand Avenue, with two on Canopy A and two on Canopy B. The bay header signs are proposed to be attached to the posts of the canopies, with marking for the numbers charging bays and the maximum kilowatts available for charging. The freestanding signs would be mounted on galvanized steel poles throughout the facility. Signs would be made of aluminum composite with printed

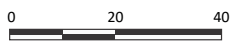
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- LEGEND:**
- PROPERTY LINE
  - LIMIT OF WORK
  - EASEMENT LINE
  - CITY BOUNDARY LINE
  - [Pattern] CONCRETE PAVEMENT AND BASE
  - [Pattern] ASPHALT PAVEMENT AND BASE (SECTION TBD)
- CONSTRUCTION NOTES:**
- 1 CONCRETE CURB
  - 2 DRIVEWAY APPROACH
  - 3 CONCRETE CURB AND GUTTER
  - 4 CONCRETE PAD
  - 5 ADA CURB RAMP
  - 6 EV CHARGING DISPENSER
  - 7 FENCE (SLP)
  - 8 ADA PARKING STALL
  - 9 CANOPY AND FOOTING (SEE C-601)
  - 10 SITE FURNISHING (SLP)
  - 11 WHEEL STOP
  - 12 TRENCH DRAIN
  - 13 MONUMENT SIGN (BY OTHERS)
  - 14 BIORETENTION PLANTER
  - 15 EV PARKING STALL MARKINGS
  - 16 DIRECTIONAL TRAFFIC MARKING
  - 17 CONCRETE SIDEWALK
  - 18 ADA PARKING SIGN
  - 19 LANDSCAPE AREA (SLP)
  - 20 BRAND SPECIFIC SIGNAGE
- GENERAL NOTES:**
1. SEE C-302 FOR PLAN DIMENSIONS

FIGURE 2-3

LSA



SOURCE: CBRE, Langan, Inc.

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29 Wildwood Avenue Electric Vehicle Charging Station  
Proposed Site Plan

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graphics in clear vinyl. A monument sign is proposed at the corner of Grand Avenue and Wildwood Avenue; however, this portion of the project site is located in the city of Oakland and is not part of the proposed project.

The proposed EV charging station would operate 7 days per week, 24 hours per day. The proposed facility would be managed off site by a customer service manager, and EV chargers would be monitored remotely. Occasional maintenance of site facilities, EV chargers, and landscaping would occur.

### **2.2.2 Access and Circulation**

Vehicular access into and out of the proposed EV charging facility would be provided via two existing driveways, one on Wildwood Avenue and one on Grand Avenue. Existing sidewalks on both Wildwood Avenue and Grand Avenue would be reconstructed to conform to the redeveloped driveway approaches.

### **2.2.3 Landscaping**

A total of 1,595 square feet of landscaped area would be added to the project site, 400 square feet of which would be used as bio-retention areas. Shrubs and ground cover would be planted along the southern portion of the project site, near the corner of Wildwood Avenue and Grand Avenue, within the site interior and along the northern property boundary. Concrete pavers would be used to denote the picnic/seating area in the northern portion of the project site. Figure 2-4 shows the proposed landscaping plan.

Three bio-retention areas would be located throughout the project site to reduce the flow of stormwater runoff. Two of these areas would be located within the central portion of the project site and one would be located in the southern portion of the site. The proposed stormwater management plan is shown on Figure 2-5.

### **2.2.4 Utilities and Infrastructure**

The project site is located in an urban area with existing utilities and infrastructure. The proposed project would remove existing sewer and water laterals, some electrical conduit, and some of the existing fiber-optic conduit. Existing sewer and water mains, gas distribution lines, electrical distribution lines, and storm drain within the adjacent public right-of-way and within the southernmost portion of the project site would remain in place. The proposed project would include installation of new electrical conduit to serve the proposed EV charging stations within the project site. Trench drains would be installed to direct stormwater runoff from the site to the proposed bio-retention areas.

### **2.2.5 Demolition, Grading, and Construction**

The proposed project would include demolition of the existing approximately 1,262-square-foot, one-story masonry building; associated appurtenances; site lighting; existing sewer, water, electrical, and fiber optic lines; and approximately 4,546 square feet of asphalt paving on the site. Construction debris, such as old foundations, pavements, and structures, would be collected and hauled off site for disposal. Approximately 513 tons of demolition waste would be generated by the

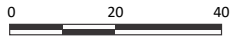
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FIGURE 2-4

LSA



FEET  
SOURCE: CBRE, Langan, Inc.

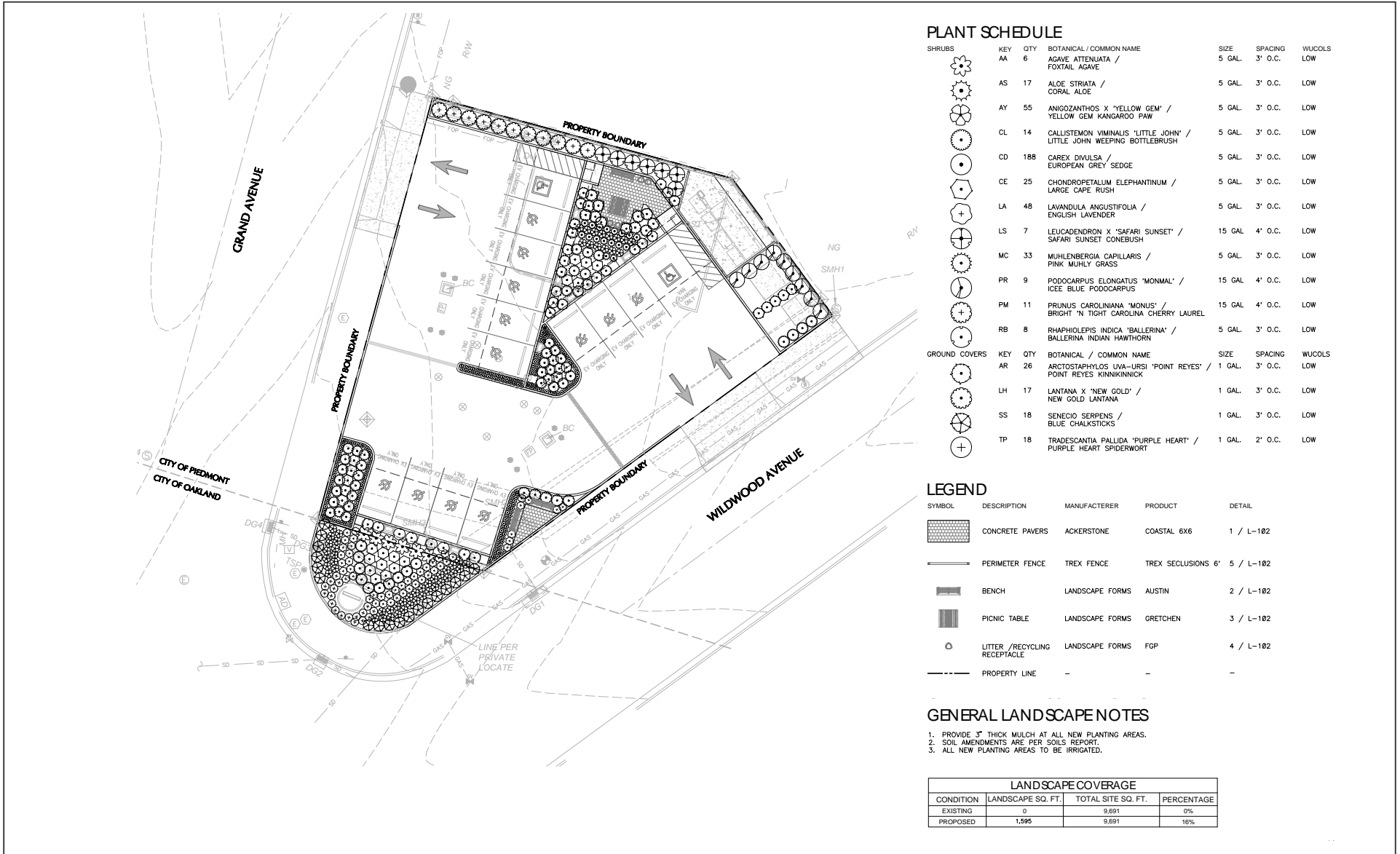


FIGURE 2-5

LSA



SOURCE: CBRE, Langan, Inc.

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29 Wildwood Avenue Electric Vehicle Charging Station  
Proposed Landscape Plan

proposed project. Up to 1.5 feet of site soils would be excavated to remove materials that may not be suitable for project development. Up to 470 cubic yards of soils would be excavated from the site. If soils are determined to be suitable during construction, then approximately 170 cubic yards of soils would be retained to balance the site after excavation. If site soils are determined to be unsuitable during construction, then up to 470 cubic yards of soils would be off-hauled. As described above, removal of the existing underground storage tanks (USTs) would occur prior to commencement of the proposed project. Tank removal would be conducted in accordance with the requirements of and under the oversight of ACDEH.

If approved, construction of the proposed project is anticipated to begin in fall 2024 and would occur over a 2-month period. Demolition activities are anticipated to occur over an approximately 1-month period and grading would occur over an approximately 1-month period. An overlap of demolition and grading activities is anticipated. Exterior work such as foundation installation, construction, and installation of pavements is expected to occur over a 2-month period. A portion of the sidewalk along the project's boundary would be closed during construction of the proposed project.

#### **2.2.6 Discretionary Actions**

The proposed project is subject to approval by the City Council following a recommendation from the City's Planning Commission. The proposed project would require a Conditional Use Permit for the new use as an EV charging hub; Non-Residential Sign Design Review Permit and Design Review Permit for the construction of canopies, signage, kiosks, fencing and accessory equipment and features; and Variance to allow for the construction of a proposed canopy structure within the 10-foot street-yard setback along Wildwood Avenue.

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### 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist in Chapter 3.0.

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

### 3.1 DETERMINATION

On the basis of this initial evaluation:

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

Signature

October 18, 2024

Date

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## 4.0 CEQA ENVIRONMENTAL CHECKLIST

### 4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project have a substantial effect on a scenic vista? (Less Than Significant Impact)*

In Piedmont, scenic vistas are characterized by public views of the San Francisco and Oakland skylines, Lake Merritt and San Francisco Bay, the Bay and Golden Gate Bridges and surrounding hills, canyons, and geological features.<sup>1</sup> While the City is largely urban, with a relatively dense development pattern that can restrict scenic views, higher elevations in the hills provide scenic vistas that are an important part of Piedmont’s character. The project site is located in a generally flat area, surrounded by urban development. Limited distant views of the hills are available looking north from Grand Avenue at the project site. However, due to intervening development, distance, and site topography, the project site provides no scenic views of the San Francisco and Oakland skylines, Lake Merritt and San Francisco Bay, or the Bay and Golden Gate Bridges.

The generally level project site is currently developed with an existing, closed gas station, a minor auto-repair shop, and a convenience store. The current structures include four fueling stations under two canopies and a one-story building. The proposed project would result in the redevelopment of the project site with an EV charging facility that would include a total of three covered charging areas. Two new canopies supported by laminated timber canopy beams and columns would be installed. Canopy A, approximately 11 feet, 6 inches in height, would be installed in the center of the project site. Canopy B, approximately 12 feet, 4 inches in height, would be installed near the corner of Wildwood Avenue and Grand Avenue. The proposed project canopies would be similar in size to the previous gas station canopies, as well as the existing surrounding commercial and residential buildings, which range in height from approximately 15 to 25 feet.

<sup>1</sup> City of Piedmont. 2009. *City of Piedmont General Plan*. April 6.

Additionally, a new 6-foot-tall Trex fence would be installed along the rear property boundary and around the EV charging infrastructure.

New structures would blend in with existing surrounding development and would not further obstruct any scenic vistas from within the site or any nearby public vantage point. Therefore, impacts related to scenic vistas would be less than significant.

*b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (No Impact)*

According to the California Department of Transportation's (Caltrans) State Scenic Highway Program, a portion of State Route (SR) 13 is the closest eligible State Scenic Highway to the proposed project.<sup>2</sup> SR-13 is located approximately 2 miles east of the project site. Given this distance and existing intervening development, the project site is not visible from this section of the roadway. Additionally, the proposed project would be generally consistent with the character of the existing commercial area in which it is located. Therefore, the proposed project would have no impact on scenic resources located within view of a State Scenic highway.

*c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? (Less Than Significant Impact)*

The project site is located in an urbanized area, surrounded by a mix of primarily commercial and residential uses. As noted in Section 2.1.5, the project site has a General Plan land use designation of Mixed Use and is within the Zone D zoning district. According to Division 17.26 of the City Code, Zone D is established to regulate and control commercial and mixed-use commercial/residential development where pedestrian-oriented commercial development will serve the neighborhood, consistent and in harmony with the character of the neighborhood and adjacent residential areas.

The proposed project would require a Conditional Use Permit, Non-Residential Sign Design Review Permit, Design Review Permit and Variance, which would provide for the review of the physical improvements to the project site, including the scale, massing and design to ensure compatibility and compliance with City requirements governing scenic quality. Therefore, because site-specific review of the proposed EV charging facility would be required as part of the City's approval process, the proposed project would not conflict with applicable zoning or other regulations governing scenic quality. This impact would be less than significant.

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<sup>2</sup> California Department of Transportation (Caltrans). 2019. "California State Scenic Highway System Map." Website: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca> (accessed May 24, 2024).



*d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less Than Significant Impact)*

The project is located in an urbanized area that is surrounded by existing sources of light, including streetlights and vehicle headlights, as well as exterior lighting and signage from commercial buildings in the vicinity. The proposed project would be located along Grand Avenue, which is designated a primary arterial roadway, and is lined with streetlights along the entire length of the roadway in the vicinity of the project site.

The proposed project would introduce new minor sources of light and glare to the area in the form of new exterior, under-canopy lighting for the fueling facility. Proposed lighting would consist of 22 Scottsdale “Commercial Canopy Series” light fixtures. Proposed lighting would be designed to provide even light distribution for vehicle safety. All lighting would be Dark Sky-compliant with downward facing to keep light from overflowing beyond the project boundaries. As shown in the photometric plan provided by the project applicant, the projected light along the property lines is proposed to not exceed 3 lumens. Therefore, the introduction of nighttime lighting associated with the EV charging facility is not expected to be substantial in the context of existing lighting sources. In addition, the initial lighting and photometric plans for the proposed fuel facility have been reviewed as part of the project approvals to ensure that the placement of exterior lights eliminates spillover illumination or glare onto adjoining properties to the maximum extent feasible and does not interfere with the normal operation or enjoyment of adjoining properties.

Daytime glare would not be substantial as no highly reflective glass elements are proposed as part of the proposed project. Therefore, the proposed project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area, and this impact would be less than significant.

**4.2 AGRICULTURE AND FORESTRY RESOURCES**

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

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

*a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (No Impact)*

The project site is located within an urbanized area of Piedmont. There are no agricultural uses within or adjacent to the project site. Additionally, the site is classified as “Urban and Built-Up Land” by the State Department of Conservation.<sup>3</sup> Therefore, development of the proposed project would not convert agricultural land to a non-agricultural use. The proposed project would not result in the

<sup>3</sup> California, State of. 2016. Department of Conservation. California Important Farmland Finder (map). Website: [maps.conservation.ca.gov/dlrp/ciff/](https://maps.conservation.ca.gov/dlrp/ciff/) (accessed May 24, 2024).

conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use and no impact would occur.

*b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)*

The project site is designated Mixed Use in the City of Piedmont General Plan and is located within the Zone D zoning district. The project site is not subject to a Williamson Act contract.<sup>4</sup> Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract, and no impact would occur.

*c. Would the project 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))? (No Impact)*

The project site is located within an existing urban area designated for Mixed Use within Piedmont. The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or conversion of forest land to nonforest uses, and no impact would occur.

*d. Would the project result in the loss of forest land or conversion of forestland to non-forest use? (No Impact)*

Refer to Section 3.2.c. The proposed project would not result in the loss of forest land or conversion of forest land to nonforest uses, and no impact would occur.

*e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (No Impact)*

Refer to Sections 3.2.a and 3.2.c. The project site is located within an existing urban environment and would not result in the conversion of farmland to non-agricultural uses or forest land to nonforest uses. The proposed project would not adversely affect agricultural or forestry resources, and no impact would occur.

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<sup>4</sup> California, State of. 2015. *Alameda County Williamson Act FY 2014/2015*. Website: <https://www.acgov.org/cda/planning/landuseprojects/documents/MapofParcelsWilliamsonAct.pdf> (accessed May 24, 2024).

### 4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The project site is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In Piedmont and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State nonattainment status for ozone and particulate matter standards. The BAAQMD is classified as nonattainment for the federal ozone 8-hour standard and nonattainment for the federal PM<sub>2.5</sub> 24-hour standard.

*a. Would the project conflict with or obstruct implementation of the applicable air quality plan? (Less Than Significant Impact)*

The applicable air quality plan is the BAAQMD 2017 Clean Air Plan (Clean Air Plan),<sup>5</sup> which was adopted on April 19, 2017. The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest health risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas (GHG) emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: (1) supports the goals of the

<sup>5</sup> Bay Area Air Quality Management District. 2017. *Clean Air Plan*. April 19.

Clean Air Plan; (2) includes applicable control measures from the Clean Air Plan; and (3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan.

**Clean Air Plan Goals.** The primary goals of the Bay Area Clean Air Plan are to: attain air quality standards; reduce population exposure and protect public health in the Bay Area; and reduce GHG emissions and protect climate.

The BAAQMD has established significance thresholds for project construction and operational impacts at a level at which the cumulative impact of exceeding these thresholds would have an adverse impact on the region's attainment of air quality standards. The health and hazards thresholds were established to help protect public health. As discussed below, implementation of the proposed project would result in less than significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would result in less than significant construction-period emissions. Therefore, the project would not conflict with the Clean Air Plan goals.

**Clean Air Plan Control Measures.** The control strategies of the Clean Air Plan include measures in the following categories: Stationary Source Control Measures, Transportation Control Measures, Energy Measures, Building Measures, Agriculture Measures, Natural and Working Lands Measures, Waste Management Measures, Water Measures, and Super-GHG Pollutants Measures.

**Stationary Source Control Measures.** The Stationary Source Control Measures, which are designed to reduce emissions from stationary sources such as metal melting facilities, cement kilns, refineries, and glass furnaces, are incorporated into rules adopted by the BAAQMD and then enforced by BAAQMD Permit and Inspection programs. Since the project would not include any stationary sources, the Stationary Source Control Measures of the Clean Air Plan are not applicable to the project.

**Transportation Control Measures.** The BAAQMD identifies Transportation Control Measures as part of the Clean Air Plan to decrease emissions of criteria pollutants, toxic air contaminants (TACs), and GHGs by reducing demand for motor vehicle travel, promoting efficient vehicles and transit service, decarbonizing transportation fuels, and electrifying motor vehicles and equipment. The proposed project involves the demolition of an existing gas and auto repair station and construction of a 14-stall EV charging station. As such, the proposed project would promote EVs consistent with BAAQMD initiatives. Therefore, the proposed project would be consistent with the Transportation Control Measures of the Clean Air Plan.

**Energy Control Measures.** The Clean Air Plan also includes Energy Control Measures, which are designed to reduce emissions of criteria air pollutants, TACs, and GHGs by decreasing the amount of electricity consumed in the Bay Area, as well as decreasing the carbon intensity of the electricity used by switching to less GHG-intensive fuel sources for electricity generation. Since these measures apply to electrical utility providers and local government agencies (and not individual projects), the Energy Control Measures of the Clean Air Plan are not applicable to the project.

**Building Control Measures.** The BAAQMD has the authority to regulate emissions from certain sources in buildings such as boilers and water heaters, but it has limited authority to regulate buildings themselves. Therefore, the strategies in the control measures for this sector focus on working with local governments that do have authority over local building codes to facilitate adoption of best GHG control practices and policies. Therefore, the Building Control Measures of the Clean Air Plan are not applicable to the project.

**Agriculture Control Measures.** The Agriculture Control Measures are designed to primarily reduce emissions of methane (CH<sub>4</sub>). Since the project does not include any agricultural activities, the Agriculture Control Measures of the Clean Air Plan are not applicable to the project.

**Natural and Working Lands Control Measures.** The Natural and Working Lands Control Measures focus on increasing carbon sequestration on rangelands and wetlands, as well as encouraging local governments to enact ordinances that promote urban tree plantings. Since the project does not include the disturbance of any rangelands or wetlands, the Natural and Working Lands Control Measures of the Clean Air Plan are not applicable to the project.

**Waste Management Control Measures.** The Waste Management Control Measures focus on reducing or capturing CH<sub>4</sub> emissions from landfills and composting facilities, diverting organic materials away from landfills, and increasing waste diversion rates through efforts to reduce, reuse, and recycle. The project would comply with local requirements for waste management (e.g., recycling and composting services). Therefore, the project would be consistent with the Waste Management Control Measures of the Clean Air Plan.

**Water Control Measures.** The Water Control Measures focus on reducing emissions of criteria pollutants, TACs, and GHGs by encouraging water conservation, limiting GHG emissions from publicly owned treatment works (POTWs), and promoting the use of biogas recovery systems. Since these measures apply to POTWs and local government agencies (and not individual projects), the Water Control Measures are not applicable to the project.

**Super-GHG Control Measures.** The Super-GHG Control Measures are designed to facilitate the adoption of best GHG control practices and policies through the BAAQMD and local government agencies. Since these measures do not apply to individual projects, the Super-GHG Control Measures are not applicable to the project.

**Clean Air Plan Implementation.** As discussed above, the proposed project would generally implement the applicable measures outlined in the Clean Air Plan, including Transportation Control Measures. Therefore, the project would not disrupt or hinder implementation of a control measure from the Clean Air Plan and this impact would be less than significant.

*b. Would the project 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? (Less Than Significant with Mitigation Incorporated)*

The BAAQMD is currently designated as a nonattainment area for State and national ozone standards and national particulate matter ambient air quality standards. The BAAQMD

nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. 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, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. The following analysis assesses the potential construction- and operation-related air quality impacts and CO impacts of the proposed project.

**Construction Emissions.** During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by demolition, grading, paving, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, nitrogen oxide (NO<sub>x</sub>), reactive organic gases (ROG), directly emitted particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>), and TACs such as diesel exhaust particulate matter.

Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>10</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM<sub>10</sub>). With the implementation of these Basic Best Management Practices for Construction-Related Fugitive Dust Emissions, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, ROGs and some soot particulate (PM<sub>2.5</sub> and PM<sub>10</sub>) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2022.1, consistent with BAAQMD recommendations. As described earlier in Chapter 2.0, Project Description, construction of the proposed project is anticipated to begin in fall 2024 and would occur over a 2-month period. Demolition activities are anticipated to occur over an approximately 1-month period, and grading would occur over an approximately 1-month period. An overlap of demolition and grading activities is anticipated. Exterior work, such as foundation installation, construction, and installation of pavements, is expected to occur over a 2-month period. As such, CalEEMod conservatively assumes a total 2-month construction duration. Construction activities would include the demolition of the existing 1,262-square-foot building and 4,546-square feet of asphalt paving on the site, totaling 513 tons of demolition waste, which was included in CalEEMod. Construction of the proposed project would require the export of up to 470 cubic yards of soil, which was also included in CalEEMod. This analysis also assumes the use of Tier 2 construction equipment. Other construction details are not yet known at this time; therefore, default assumptions (e.g., construction worker and truck trips and fleet activities) from CalEEMod were used. Construction-related emissions are presented in Table 4.3.A. CalEEMod output sheets are included in Appendix A.

**Table 4.3.A: Project Construction Emissions in Pounds Per Day**

Project Construction	ROG	NO <sub>x</sub>	Exhaust PM <sub>10</sub>	Fugitive Dust PM <sub>10</sub>	Exhaust PM <sub>2.5</sub>	Fugitive Dust PM <sub>2.5</sub>
Average Daily Emissions <sup>1</sup>	0.6	13.7	0.5	1.0	0.4	0.4
<b>BAAQMD Thresholds</b>	<b>54.0</b>	<b>54.0</b>	<b>54.0</b>	<b>BMP</b>	<b>82.0</b>	<b>BMP</b>
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA (June 2024).

Note: Since the construction period is less than a year, this analysis utilizes the total annual tons of construction emissions, converts to pounds, and divides the total emissions over the number of working days.

BMP = best management practices

As shown in Table 4.3.A, construction emissions associated with the project would be less than significant for ROG, NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> exhaust emissions. The BAAQMD requires implementation of the BAAQMD Best Management Practices for Construction-Related Fugitive Dust Emissions to reduce construction fugitive dust impacts to a less than significant level as follows:

**Mitigation Measure AIR-1:**

In order to meet the Bay Area Air Quality Management District (BAAQMD) fugitive dust threshold, the following BAAQMD Best Management Practices for Construction-Related Fugitive Dust Emissions shall be implemented by the project applicant during the project construction period:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- All haul trucks transporting soil, sand, or other loose material off site shall be covered.



- All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- A publicly visible sign shall be posted with the telephone number and person to contact at the City of Piedmont regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

As shown in Table 4.3.A, construction emissions associated with the proposed project would be less than significant with implementation of Mitigation Measure AIR-1. Therefore, construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard and impacts would be less than significant with mitigation incorporated.

**Operational Emissions.** Long-term air pollutant emission impacts are those associated with mobile sources (e.g., vehicle trips), energy sources (e.g., natural gas), and area sources (e.g., architectural coatings and the use of landscape maintenance equipment) related to the proposed project.

Mobile-source emissions include ROG and NO<sub>x</sub> emissions that contribute to the formation of ozone. Additionally, PM<sub>10</sub> emissions result from running exhaust, tire and brake wear, and the entrainment of dust into the atmosphere from vehicles traveling on paved roadways. The proposed project would serve electric vehicles; therefore, the proposed project would not generate mobile-source emissions.

Energy-source emissions would typically result from activities in buildings for which natural gas is used. Based on information provided as part of the project application materials, the estimated electricity demand associated with the proposed project would be 1,788,500 kilowatt-hours (kWh) per year, which was included in CalEEMod. However, the proposed project would be all-electric and would support recharging for electric vehicles; therefore, the proposed project would not generate any energy- or mobile-source emissions.

Emission estimates for operation of the project were calculated using CalEEMod. The daily and annual emissions associated with project operational trip generation, energy, and area sources are identified in Table 4.3.B for ROG, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

**Table 4.3.B: Project Operational Emissions**

	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Pounds per Day</b>				
Mobile-Source Emissions	0.0	0.0	0.0	0.0
Area-Source Emissions	<0.1	0.0	0.0	0.0
Energy-Source Emissions	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	<b>&lt;0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
BAAQMD Thresholds	54.0	54.0	82.0	54.0
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>Tons per Year</b>				
Mobile Source Emissions	0.0	0.0	0.0	0.0
Area Source Emissions	<0.1	0.0	0.0	0.0
Energy Source Emissions	0.0	0.0	0.0	0.0
<b>Total Emissions</b>	<b>&lt;0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
BAAQMD Thresholds	10.0	10.0	15.0	10.0
<b>Exceed Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: LSA (June 2024).

BAAQMD = Bay Area Air Quality Management District

As described above, the proposed project would be all-electric and would support recharging for electric vehicles; therefore, the proposed project would not generate any energy- or mobile-source emissions. As shown in Table 4.3.B, the proposed project would generate negligible operational emissions associated with area source emissions. These consist of direct sources of air emissions located at the project site, including architectural coatings, consumer products, and the use of landscape maintenance equipment. Therefore, operation of the proposed project would not 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. Impacts would be less than significant.

**Localized CO Impacts.** Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD 2022 CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening-level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The

screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less than significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable Congestion Management Program (CMP) established by the County congestion management agency for designated roads or highways, as well as the Regional Transportation Plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnels, parking garages, bridge underpasses, natural or urban street canyons, or below-grade roadways).

Implementation of the proposed project would not conflict with the policies or programs of the Alameda County Transportation Commission. As demonstrated in Table 4.17.A (provided later in Section 4.17, Transportation), the proposed project is anticipated to generate 123 fewer daily trips and fewer trips in the AM and PM peak hours than the existing gasoline station. As such, since the proposed project would result in fewer trips, the project's contribution to peak-hour traffic volumes at intersections in the vicinity of the project site would be well below 44,000 vehicles per hour. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards, and impacts would be less than significant.

*c. Would the project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)*

Sensitive receptors are defined as people who have an increased sensitivity to air pollution or environmental contaminants. Sensitive receptor locations include schools, parks and playgrounds, day care centers, nursing homes, hospitals, and residential dwelling units. The closest sensitive receptors to the project site include the single-family residential uses immediately north and east of the project site.

Construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement Mitigation Measure AIR-1, described above. With implementation of Mitigation Measure AIR-1, project construction pollutant emissions would be below the BAAQMD significance thresholds. Once the project is constructed, the project would not be a source of substantial operational emissions, as demonstrated through the CalEEMod evaluation, which shows that the proposed project would be below the BAAQMD thresholds of significance for criteria pollutants. Additionally, the proposed project would not be expected to be a significant source of TACs. The proposed project would be all-electric and would support recharging for electric vehicles; therefore, it would not generate any operational air emissions. Therefore, sensitive receptors are not expected to be exposed to

substantial pollutant concentrations during project construction or operation. This impact would be less than significant.

*d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? **(Less Than Significant Impact)***

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors, and once operational, the project would not be a source of odors. Therefore, the proposed project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. This impact would be less than significant.

#### 4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)*

There are no known occurring special-status species on the project site. Due to the developed nature of the project site and the presence of buildings and associated hardscape, it is unlikely that the project site would support any special-status species. Therefore, no impact to special-status species would occur with implementation of the proposed project.

*b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (No Impact)*

The project site is completely developed and does not contain any riparian habitat or other sensitive natural community. Adjacent properties are developed with urban uses and do not contain any

riparian habitat or other sensitive natural community. Therefore, development of the proposed project would not adversely affect any such community, and no impact would occur.

*c. Would the project 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? (No Impact)*

According to the Natural Resources element of the City of Piedmont General Plan,<sup>6</sup> the project site is located within a developed area and is not located in an area that supports wetlands, drainages, or water bodies as defined by Section 404 of the Clean Water Act.<sup>7</sup> The proposed project would not result in the direct removal, filling, or hydrological interruption of such wetlands. Therefore, no impact to federally protected wetlands would occur with the proposed project.

*d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (No Impact)*

The project site is completely developed and contains no on-site waterways or trees. Additionally, the site is in an urbanized area and is not adjacent to or near any areas of open space. There are no native wildlife nurseries located in the project area. Wildlife species that could occur on the site are those typically associated with urban and suburban areas. Because the project site is within a developed area, there are no major wildlife movement corridors that pass through or are adjacent to the site. Therefore, development of the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. No impact would occur.

*e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (No Impact)*

The City of Piedmont established a Heritage Tree Program to recognize, identify, and preserve special and distinctive trees and to promote awareness of the City's public parks, streets, and medians. No Heritage Trees have been designated on the project site.<sup>8</sup>

The City of Piedmont does not have a Tree Preservation Ordinance that regulates the removal of trees for development projects located on private property. The project is completely developed; a small, landscaped area, which includes a sign and some ornamental shrubs, is provided at the southern corner of the site. There are no trees located on the project site and no trees would be removed as part of the proposed project. Therefore, the proposed project would not conflict with any local policies or ordinances protecting biological resources or trees. No impact would occur.

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<sup>6</sup> City of Piedmont. 2009. op. cit.

<sup>7</sup> United States Fish and Wildlife Service. n.d. National Wetlands Inventory Wetlands Mapper. Website: <https://www.fws.gov/wetlands/data/mapper.HTML> (accessed June 19, 2024).

<sup>8</sup> City of Piedmont. 2024. Heritage Tree Program website: [https://piedmont.ca.gov/services\\_\\_\\_departments/public\\_works/trees/heritage\\_tree\\_program](https://piedmont.ca.gov/services___departments/public_works/trees/heritage_tree_program) (accessed June 19, 2024).

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No Impact)*

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other approved habitat conservation plans that apply to the project site, and no impact would occur.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? (Less Than Significant with Mitigation Incorporated)*

For a cultural resource to be considered a historic resource (i.e., eligible for listing in the California Register of Historical Resources [CRHR]), it generally must be 50 years or older. Under CEQA, historical resources can include pre-contact (i.e., Native American) archaeological deposits, historic-period archaeological deposits, historic buildings, and historic districts.

As outlined in Chapter 2.0, Project Description, the proposed project would include the demolition of the existing 1,247 square-foot gas station facility built in 1959.<sup>9</sup> Due to its age, the building constitutes a built environment cultural resource that had not been previously evaluated for inclusion in a national, State, or local register of historic properties. An Historical Resource Evaluation (HRE) was prepared for the proposed project, which included background research and field survey. As described in the HRE (Appendix B), the existing building does not appear eligible for inclusion in the California Register of Historical Resources (CRHR) due to a lack of historical significance.<sup>10</sup> The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. The building’s architect and builder were not identified. As such, the building does not qualify as a historical resource for the purposes of CEQA as defined in PRC Section 21084.1, as defined in PRC Section 5020.1(k), or deemed significant pursuant to criteria set forth in PRC Section 5024.1(g). Therefore, its demolition would not adversely cause a substantial adverse change in the significance of a historical resource. No other potential historic resources were identified at the project site.

Although no archaeological deposits have been recorded at the project site, there is the potential for previously unknown pre-contact archaeological deposits to be unearthed during construction activities. Should project excavation unearth intact archaeological deposits, a substantial adverse change to a historical resource would occur due to the partial or complete destruction of the resource. This destruction would undermine the integrity of the resource, such that it would no

<sup>9</sup> Although the earliest permit was issued in 1928 to construct a service station, a review of the City of Piedmont Housing Record search results indicates that the existing station facility was constructed in 1959.

<sup>10</sup> LSA Associates, Inc. 2024a. *Historical Resource Evaluation of 29 Wildwood Avenue, City of Piedmont, Alameda County, California (LSA Project No. 20241601)*. July.



longer be eligible for listing in the CRHR. As such, project ground-disturbing activities could have a substantial adverse effect on buried archaeological deposits that qualify as historical resources, as defined in *CEQA Guidelines* Section 15064.5, and could materially impair pre-contact archaeological deposits. Implementation of the following mitigation measure would reduce potential impacts to historic archaeological resources to a less than significant level.

**Mitigation Measure CUL-1:** Cultural resources materials may include pre-contact resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants.

The applicant shall inform its contractor(s) of the sensitivity of the project site for archaeological deposits and include the following directive on the project grading plans:

*“The subsurface of the construction site is sensitive for archaeological deposits. If archaeological deposits are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological deposits can include, but are not limited to, shellfish remains; bones, including human remains; flakes of, and tools made from, obsidian, chert, and basalt; mortars and pestles; historical trash deposits containing glass, ceramics, and metal artifacts; and structural remains, including foundations and wells.”*

The City shall verify that the language has been included in the grading plans prior to issuance of a grading permit or other permitted project action that includes ground-disturbing activities on the project site.

If the deposits are uncovered on the site and found to be significant (i.e., eligible for listing in the California Register of Historical Resources), the applicant shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recordation of the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion of the selected mitigations, a report documenting methods and findings shall be prepared, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate curation facility and used for public interpretive

displays, as appropriate and in coordination with a local Native American tribal representative.

*b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (Less Than Significant with Mitigation Incorporated)*

In accordance with *CEQA Guidelines* Section 15064.5(c), if the project would affect an archaeological deposit, the lead agency must first determine whether the deposit is a “historical resource” (see *CEQA Guidelines* Section 15064.5(a)). If the deposit is not a historical resource, the lead agency must determine if the deposit is a “unique archaeological resource.”

Based on the significance criteria identified above, the proposed project would have a significant impact on the environment if ground-disturbing activities would cause a substantial adverse change in the significance of a historical or archaeological resource. A substantial adverse change in the significance of an archaeological resource would occur from its demolition, destruction, relocation, or alteration such that the significance of the resource would be materially impaired (*CEQA Guidelines* Section 15064.5(b)(1)). For the proposed project, the significance of an archaeological resource would be materially impaired if ground disturbance would alter in an adverse manner those physical characteristics of the resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR. The proposed project could affect previously unidentified archaeological deposits, thereby causing a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5. However, potential impacts would be reduced to a less than significant level with implementation of Mitigation Measure CUL-1.

*c. Would the project disturb any humans remains, including those interred outside of formal cemeteries? (Less Than Significant Impact)*

Given the previous disturbance at the site, there is a low potential for the disturbance of archaeological human remains. However, human remains could be identified during site preparation and grading activities and could result in a significant impact to human remains. However, if human remains are encountered at the project site, State Health and Safety Code Section 7050.5 and *State CEQA Guidelines* Section 15064.5(e)(1) state that no further disturbance shall occur to the area of the find until the County Coroner has made a determination of origin and disposition of the human bone pursuant to PRC Section 5097.98. The County Coroner must be notified of the find immediately and shall make a determination within 2 working days of being notified. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) by phone within 24 hours and the NAHC shall then immediately determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection and make recommendations or preferences for treatment of the remains within 48 hours of being granted access to the site. MLD recommendations may include scientific removal and nondestructive analysis of human remains and items associated with Native American burials, preservation of Native American human remains and associated items in place, relinquishment of Native American human remains and associated items to the descendants for treatment, or any other culturally appropriate treatment.

Compliance with Section 7050.5 of the California Health and Safety Code and PRC Section 5097.98 regarding the treatment of human remains would ensure that potential impacts to human remains would be less than significant.

**4.6 ENERGY**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation? (Less Than Significant Impact)*

The proposed project would result in a small increase in demand for electricity and gasoline. The discussion and analysis provided below is based on data included in the CalEEMod output, which is included in Appendix A.

**Construction-Period Energy Use.** The proposed project would require demolition, grading, site preparation, building, paving, and architectural coating activities during construction. Construction of the proposed project would require energy for the manufacture and transportation of construction materials, preparation of the site for grading activities, and construction of the proposed park improvements. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. In order to increase energy efficiency on the site during project construction, the idling times for construction vehicles would be restricted to 5 minutes or less and construction workers would be required to shut off idle equipment, as required by Mitigation Measure AIR-1. In addition, construction activities are not anticipated to result in an inefficient use of energy as gasoline and diesel fuel would be supplied by construction contractors that would conserve the use of their supplies to minimize their costs on the project. Energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to the State’s available energy sources. Therefore, construction energy impacts would be less than significant.

**Operational Energy Use.** Operational energy usage is typically associated with natural gas use, electricity consumption, and gasoline and diesel fuel used for vehicle trips. The proposed project would be all-electric; therefore, the proposed project would not result in natural gas consumption. In addition, as demonstrated in Table 4.17.A (provided later in Section 4.17, Transportation), the proposed project is anticipated to generate 123 fewer daily trips than the existing gasoline station would be all-electric and would support recharging for electric vehicles. Therefore, the proposed project would not increase gasoline or diesel fuel consumption. As such, operational energy use as a result of the proposed project would only be associated with electricity consumption.

Based on information provided as part of the project application materials, the estimated electricity demand associated with the proposed project is 1,788,500 kWh per year. In 2022, California

consumed approximately 287,826 gigawatt-hours (GWh), or 287,826,110,475 kWh.<sup>11</sup> Of this total, Alameda County consumed 10,395 GWh, or 10,395,384,395 kWh.<sup>12</sup> Therefore, electricity demand associated with the proposed project would be less than 0.1 percent of Alameda County's total electricity demand.

The proposed project's electricity and natural gas services would be provided by either Pacific Gas and Electric Company (PG&E) or Ava Community Energy (Ava). In 2022, approximately 40 percent of PG&E's delivered electricity came from renewable sources, including solar, wind, geothermal, small hydroelectric, and various forms of bioenergy.<sup>13</sup> PG&E reached California's 2020 renewable energy goal in 2017 and is positioned to meet the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100. In addition, PG&E plans to continue to provide reliable service to its customers and upgrade its distribution systems as necessary to meet future demand.

Ava offers commercial customers in the City of Piedmont two service options – Bright Choice and Renewable 100. In 2022, approximately 49.4 percent of energy supplied through Ava's Bright Choice service came from renewable sources, including solar, wind, and various forms of bioenergy and 100 percent of Ava's Renewable 100 service came from renewable sources (solar and wind).<sup>14</sup> In addition, Ava's Board of Directors has established the goal of purchasing 100 percent renewable energy for all customers by 2030, which would exceed the State's 60 percent by 2030 renewable energy mandate set forth in Senate Bill (SB) 100.<sup>15</sup> Ava's power is delivered to customers by PG&E. Therefore, the energy supplied to the proposed project would come largely from renewable sources in compliance with California's renewable energy goals.

Further, the proposed project would promote the use of EVs and would generate 123 fewer daily trips than the existing gasoline station; therefore, the proposed project is expected to result in a decrease in gasoline and diesel vehicles. As such, the proposed project would facilitate use of alternative and cleaner modes of transportation. Based on the nature of the proposed project, implementation of the proposed project would not result in a substantial increase in electricity or transportation-related energy, such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources.

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy. Construction- and operation-period impacts related to consumption of energy resources would be less than significant.

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<sup>11</sup> California Energy Commission (CEC). 2023. Energy Consumption Data Management Service. Electricity Consumption by County. Website: [www.ecdms.energy.ca.gov/elecbycounty.aspx](http://www.ecdms.energy.ca.gov/elecbycounty.aspx) (accessed June 2024).

<sup>12</sup> Ibid.

<sup>13</sup> PG&E. 2023. *Exploring Clean Energy Solutions*. Website: <https://www.pge.com/en/about/corporate-responsibility-and-sustainability/taking-responsibility/clean-energy-solutions.html> (accessed June 2024).

<sup>14</sup> Ava Community Energy. 2024a. *Our Power Mix*. Website: <https://avaenergy.org/our-power-mix/> (accessed July 2024).

<sup>15</sup> Ava Community Energy. 2024b. *About Us*. Website: <https://avaenergy.org/about/> (accessed July 2024).

*b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less Than Significant Impact)*

In 2002, the State Legislature passed SB 1389, which required the California Energy Commission (CEC) to develop an integrated energy plan every 2 years for electricity, natural gas, and transportation fuels for the California Energy Policy Report. The plan calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

The most recently adopted CEC energy report is the 2023 Integrated Energy Policy Report. The 2023 Integrated Energy Policy Report provides the results of the CEC's assessments of a variety of energy issues facing California. Many of these issues will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining energy reliability and controlling costs. The 2023 Integrated Energy Policy Report covers a broad range of topics, including implementation of SB 350, integrated resource planning, distributed energy resources, transportation electrification, solutions to increase resiliency in the electricity sector, energy efficiency barriers faced by disadvantaged communities, demand response, transmission and landscape-scale planning, the California Energy Demand Preliminary Forecast, the preliminary transportation energy demand forecast, renewable gas (in response to SB 1383), updates on Southern California electricity reliability, natural gas outlook, and climate adaptation and resiliency.

As indicated above, energy usage on the project site during construction would be temporary in nature. In addition, energy usage associated with operation of the proposed project would be relatively small in comparison to the State's available energy sources, and energy impacts would be negligible at the regional level. Because California's energy conservation planning actions are conducted at a regional level, and because the project's total impact to regional energy supplies would be minor, the proposed project would not conflict with California's energy conservation plans as described in the CEC 2023 Integrated Energy Policy Report. Therefore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and this impact would be less than significant.

## 4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Less Than Significant Impact)*

Fault rupture is generally expected to occur along active fault traces that have exhibited signs of recent geological movement (i.e., within the last 11,000 years). Alquist-Priolo Earthquake Fault Zones delineate areas around active faults with potential surface fault rupture hazards that would require specific geological investigations prior to approval of certain kinds of development within the delineated area. The Hayward fault is located approximately 1.5 miles east of the project site. There are no mapped faults within or adjacent to the project site, and the project site is not located

within an Alquist-Priolo Zone.<sup>16</sup> Therefore, the proposed project would not directly or indirectly cause substantial adverse effects related to fault rupture. This impact would be less than significant.

*ii. Strong seismic ground shaking? (Less Than Significant Impact)*

The project site is located in the San Francisco Bay Area, a region of intense seismic activity. Ground shaking is likely to occur within the life of the project as a result of future earthquakes. As noted above, the Hayward Fault is approximately 1.5 mile east of the project site. Other active faults within the area that are likely to produce large earthquakes include the Calaveras fault, located approximately 12 miles east, and San Andreas fault, located approximately 15 miles southwest.<sup>17</sup> Due to the location of the project site in a seismically active area, strong seismic ground shaking at the project site is highly probable during the life of the project. The intensity of ground shaking would depend on the characteristics of the fault, distance from the fault, the earthquake magnitude and duration, and site-specific geologic conditions.

The extent of ground shaking is controlled by the magnitude and intensity of the earthquake, the distance from the epicenter, and local geologic conditions. Although the Hayward fault is the closest fault, any of the regional faults are capable of producing significant ground shaking in the project site. Mapping has been compiled by the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) for the likely shaking intensities in the Bay Area that would have a 10 percent chance of occurring in any 50-year period. A large earthquake (magnitude 6.7 or greater) on one of the major active faults in the region would generate violent (MMI 9) ground shaking at the project site.<sup>18</sup>

Section 8.02.010 of the Piedmont City Code currently requires projects to comply with the 2022 California Building Code (CBC) (Title 24, California Code of Regulations) or the applicable building code in effect at the time of the building permit application,<sup>19</sup> which provides for stringent construction requirements on projects in areas of high seismic risk based on numerous interrelated factors. It is acknowledged that seismic hazards cannot be completely eliminated, even with implementation of advanced building practices. However, the seismic design standards of the CBC are intended to prevent catastrophic structural failure in the most severe earthquakes currently anticipated. Therefore, compliance with the 2022 CBC, which is required by both the City and the State, would ensure that the potential impacts associated with ground shaking would be less than significant.

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<sup>16</sup> California Department of Conservation California Geological Survey. n.d. Earthquake Zones of Required Investigation (map). Website: <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (accessed May 27, 2024).

<sup>17</sup> Ibid.

<sup>18</sup> Metropolitan Transportation Commission and Association of Bay Area Governments. 2018. Probabilistic Earthquake Shaking Hazard Map. Website: [mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8](http://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8) (accessed June 19, 2024).

<sup>19</sup> City of Piedmont. 2024a. City of Piedmont City Code. Website: [https://piedmont.ca.gov/government/charter\\_\\_\\_city\\_code](https://piedmont.ca.gov/government/charter___city_code) (accessed June 19, 2024)



*iii. Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)*

Soil liquefaction is a phenomenon primarily associated with saturated soil layers located close to the ground surface. These soils lose strength during ground shaking and may move both horizontally and vertically. In areas where sloping ground or open slope faces are present, this mobility can result in lateral spreading. Soils that are most susceptible to liquefaction are clean, loose, uniformly graded, saturated, fine-grained sands that are relatively close to the ground surface. However, loose sands that contain a significant amount of fines (silt and clay) may also liquefy.

The Environmental Hazards Element of the City of Piedmont General Plan states that the chances of earthquake induced liquefaction within Piedmont is low.<sup>20</sup> However, the project site is located in an area that has been identified by the California Geological Survey (CGS) as being susceptible to seismically induced liquefaction.<sup>21</sup> The proposed project would be designed and constructed consistent with the most current earthquake resistance standards for Seismic Zone 4 in the CBC, which includes specifications for site preparation, such as compaction requirements for foundations. Compliance with the 2022 CBC, which is required by both the City and the State, would ensure that the potential impacts associated with liquefaction would be less than significant.

*iv. Landslides? (No Impact)*

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The project site is relatively level and is not located next to any slopes. Furthermore, the project site is not located within an area that would likely be subjected to earthquake-induced landslides.<sup>22</sup> Therefore, the proposed project would not expose people or structures to risk as a result of landslides. No impact would occur.

*b. Would the project result in substantial soil erosion or the loss of topsoil? (Less Than Significant Impact)*

Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.<sup>23</sup> Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project site. As part of construction activities, a total of 0.22 acre of soil would be disturbed during site grading. Due to the fact that the proposed project would involve less than 1 acre of land disturbance, it would not be required to comply with the Construction General Permit.<sup>24</sup> However, as described in Section 4.10.a, Piedmont

<sup>20</sup> City of Piedmont. 2009. *City of Piedmont General Plan*. April 6.

<sup>21</sup> California Department of Conservation California Geological Survey, n.d. op. cit.

<sup>22</sup> Ibid.

<sup>23</sup> California State Mining and Geology Board, 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

<sup>24</sup> State Water Resources Control Board (SWRCB). 2022. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (CGP), Order No. 2022-0057-DWQ, NPDES No. CAS000002. Website: [https://www.waterboards.ca.gov/board\\_decisions/adopted\\_orders/water\\_quality/2022/wqo\\_2022-0057-dwq.pdf](https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2022/wqo_2022-0057-dwq.pdf) (accessed June 19, 2024).

City Code Section 30.10 requires construction contractors to comply with and undertake the latest Best Management Practices (BMPs) for construction projects adopted by the Alameda County Clean Water Program and incorporate erosion and sediment control plans into the building permit. The erosion control plan would provide the details of the BMPs to be applied on the site during the construction period. BMPs designed to reduce erosion of exposed soil may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. Compliance with the City's regulations regarding erosion control during project construction would ensure that the proposed project would result in less than significant impacts related to soil erosion or the loss of topsoil.

*c. Would the project 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? (Less Than Significant Impact)*

As discussed in Section 4.7.a, site soils would not be subject to landslides, but they do have potential for liquefaction-induced settlement. However, compliance with the requirements of the CBC would ensure that potential risks to people and structures as a result of liquefaction would be reduced to a less than significant level.

*d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (Less Than Significant Impact)*

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay minerals present and can be measured by the percent change of the soil volume. Soils underlying the project site are composed of Urban land – Tierra complex, 5 to 15 percent slopes, according to the United States Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Survey.<sup>25</sup> Urban land – Tierra complex consists of about 50 percent Urban land and 38 percent Tierra loam and has a high shrink-swell potential.<sup>26</sup> However, compliance with the requirements of the CBC would ensure that potential risks to people and structures as a result of expansive soils would be reduced to a less than significant level.

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<sup>25</sup> United States Department of Agriculture. n.d. Natural Resources Conservation Service. Web Soil Survey. Website: [websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx](https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx) (accessed June 19, 2024).

<sup>26</sup> United States Department of Agriculture. 1975. Soil Conservation Service. *Soil Survey of Alameda County, Western Part*. Available online at: [https://books.google.com/books?id=fImyyAEACAAJ&printsec=frontcover&source=gbs\\_ge\\_summary\\_r&cad=0#v=onepage&q&f=false](https://books.google.com/books?id=fImyyAEACAAJ&printsec=frontcover&source=gbs_ge_summary_r&cad=0#v=onepage&q&f=false) (accessed June 19, 2024).

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (No Impact)*

Development of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. Therefore, the proposed project would have no impact related to septic tanks or alternative waste water disposal systems.

- f. *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less Than Significant with Mitigation Incorporated)*

No paleontological resources or unique geological features are known to exist within or near the project site. According to a search of the University of California Museum of Paleontology (UCMP) at the University of California, Berkeley, 563 paleontological resource sites have been documented in Alameda County, none of which have been recovered from the City. However, the possibility of accidental discovery of paleontological resources during project construction cannot be discounted. Implementation of Mitigation Measure GEO-1, described below, would reduce potential impacts to paleontological resources to a less than significant level.

**Mitigation Measure GEO-1**

Should paleontological resources be encountered during project subsurface construction activities, the area shall be flagged off, all ground-disturbing activities within 25 feet of the resource shall be stopped, and work shall be redirected away from the resource. A qualified paleontologist who is contracted by the project site manager or applicant shall be immediately contacted to assess the resource and consult with agencies as appropriate to determine if the resource should be collected. For purposes of this mitigation, a “qualified paleontologist” shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least 2 years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field.

Significant paleontological resources are those that have adequate condition of preservation and contain diagnostic elements that will make the fossil identifiable. If the paleontological resources are found to be significant and project activities cannot avoid them, the applicant and the applicant’s contractors shall comply with measures to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. The qualified paleontologist shall implement the following measures to protect the resource: construction monitoring, recording the fossil locality, data recovery and analysis, a final report, and

accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared by the qualified paleontologist and submitted to the City of Clayton for review. If paleontological materials are recovered, the qualified paleontologist shall also submit this report to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials.

Implementation of Mitigation Measure GEO-1 would reduce the level of the potential impact through the identification of paleontological resources during construction; the evaluation of unanticipated discoveries; and the recovery of significant paleontological data from those resources that warrant such investigation. This process would recover scientifically consequential information from at-risk resources to offset their potential loss. Therefore, with implementation of Mitigation Measure GEO-1, this impact would be less than significant with mitigation incorporated.

## 4.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant Impact)*

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO<sub>2</sub>);
- CH<sub>4</sub>;
- Nitrous oxide (N<sub>2</sub>O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur hexafluoride (SF<sub>6</sub>).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally occurring GHGs such as CO<sub>2</sub>, methane, and N<sub>2</sub>O, some gases, like HFCs, PFCs, and SF<sub>6</sub>, are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas in absorbing infrared radiation and the length of time the gas remains in the atmosphere (“atmospheric lifetime”). The GWP of each gas is measured relative to CO<sub>2</sub>, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by 1 unit mass of the GHG to the ratio of heat trapped by 1 unit mass of CO<sub>2</sub> over a specified time period. GHG emissions are typically measured in terms of pounds or tons of “CO<sub>2</sub> equivalents” (CO<sub>2</sub>e).

*a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Less Than Significant Impact)*

This section discusses the proposed project's potential impacts related to the release of GHG emissions for both construction and project operation.

**Construction GHG Emissions.** Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, emissions that would occur during construction were quantified and are disclosed for informational purposes. Using CalEEMod, it is estimated that construction of the proposed project would generate 36.2 metric tons of CO<sub>2</sub>e. Construction-related GHG emissions would be temporary in nature and would only occur for the duration of construction.

**Operational GHG Emissions.** The BAAQMD CEQA Guidelines identify thresholds of significance for use in determining whether a proposed project would have a significant impact related to climate change. These thresholds evaluate a project based on its effect on California's efforts to meet the State's long-term climate goals. Applying this approach, the BAAQMD identifies and provides supporting documentation, outlining the requirements for new land use development projects necessary to achieve California's long-term climate goal of carbon neutrality by 2045. Based on its analysis, the BAAQMD found that new land use development projects need to incorporate design elements to do its "fair share" to implement the goal of carbon neutrality by 2045. If a project is designed and built to incorporate the identified design elements, then it will contribute its portion of what is necessary to achieve California's long-term climate goals—its "fair share"—and an agency reviewing the project under CEQA can conclude that the project will not make a cumulatively considerable contribution to global climate change. The document concludes that if a project does not incorporate these design elements, then it should be found to make a significant climate impact because it will hinder California's efforts to address climate change.

According to the BAAQMD CEQA Guidelines, a project would have a less than significant impact related to GHG emissions if it would:

1. Include, at a minimum, the following project design elements:
  - a. Buildings
    - 1) The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).

- 2) The project will not result in any wasteful, inefficient, or unnecessary electrical usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*.
2. Transportation
    - a. Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted SB 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*:
      - 1) Residential projects: 15 percent below the existing VMT per capita
      - 2) Office projects: 15 percent below the existing VMT per employee
      - 3) Retail projects: no net increase in existing VMT
    - b. Achieve compliance with off-street EV requirements in the most recently adopted version of the California Green Building Standards Code (CALGreen) Tier 2.
  3. Or be consistent with a local GHG reduction strategy that meets the criteria under *State CEQA Guidelines* Section 15183.5(b).

The City of Piedmont Climate Action Plan (CAP) 2.0<sup>27</sup> does not meet the BAAQMD requirements for a Qualified GHG Reduction Strategy. Therefore, this section evaluates the proposed project's consistency with the BAAQMD's project design element thresholds.

**Natural Gas Usage.** According to the BAAQMD, a less than significant GHG impact would occur if the project does not include natural gas appliances or natural gas plumbing. The proposed project would be all-electric and would not include natural gas. Since the proposed project would not include natural gas, it would be consistent with this design element.

**Energy Usage.** The project must not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under Section 21100(b)(3) and Section 15126.2(b) of the *State CEQA Guidelines*.

As discussed in Section 4.6, Energy, based on information provided as part of the project application materials, the estimated electricity demand associated with the proposed project would be 1,788,500 kWh per year. In 2022, Alameda County consumed 10,395 GWh, or 10,395,384,395 kWh. Therefore, electricity demand associated with the proposed project would be less than 0.1 percent of Alameda County's total electricity demand.

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<sup>27</sup> Piedmont, City of. 2018. *Piedmont Climate Action Plan 2.0*. March 19. Website: [https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server\\_13659739/File/Government/Departments/Planning%20Division/Climate%20Action%20Program/CAP\\_2.0.pdf?v=Eerb8jEQh&v=Eerb8jEQh](https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_13659739/File/Government/Departments/Planning%20Division/Climate%20Action%20Program/CAP_2.0.pdf?v=Eerb8jEQh&v=Eerb8jEQh) (accessed June 2024).

Further, the proposed project would promote the use of EVs and would generate 123 fewer daily trips than the existing gasoline station, resulting in a decrease in gasoline and diesel vehicles. As such, the proposed project would facilitate use of alternative and cleaner modes of transportation. Based on the nature of the proposed project, implementation of the proposed project would not result in a substantial increase in electricity or transportation-related energy such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources.

Therefore, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy. Construction- and operation-period impacts related to consumption of energy resources would be less than significant. As such, the proposed project would be consistent with this design element.

**Vehicle Miles Traveled.** To meet the BAAQMD's VMT threshold, the project must achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan or meet a locally adopted SB 743 VMT target. As discussed in Section 4.17, Transportation, the OPR published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory). The Technical Advisory indicates that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. As discussed in Section 4.17, Transportation, the proposed project is anticipated to generate 123 fewer trips per day than the existing land use. With a net reduction in daily trips, the project would be considered a small project. Further, the proposed project would be all-electric and would support recharging for electric vehicles, resulting in a decrease in gasoline and diesel vehicle trips. Because the project's trip generation is below an applicable threshold of significance and the project itself promote electric vehicle use, the proposed project would have a less than significant VMT impact. As such, the proposed project would be consistent with this design element.

**Electric Vehicle Requirements.** This criterion requires that the project achieve compliance with off-street EV requirements in the most recently adopted version of the CALGreen Tier 2 measures. The proposed project involves the demolition of an existing gas and auto repair station and construction of a 14-stall EV charging station. As such, the proposed project would be consistent with this design element.

As demonstrated above, the proposed project would be consistent with the BAAQMD's project design elements related to natural gas, energy, VMT, and EVs. Therefore, the proposed project would be consistent with the BAAQMD's GHG emission thresholds. As such, the proposed project would not result in the generation of GHG emissions that would have a significant impact on the environment. This impact would be less than significant.

**b. *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Less Than Significant Impact)***

Applicable plans adopted for the purpose of reducing GHG emissions include the City's CAP 2.0 and the 2022 Scoping Plan. As such, the proposed project was evaluated for consistency with those plans



to demonstrate whether the proposed project would conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the GHG emissions.

**CAP 2.0.** The City adopted the CAP 2.0 to support current Statewide climate efforts, provide a pathway for Piedmont to reduce GHG emissions 40 percent by 2030, and be on track to reduce emissions 80 percent by 2050. During its July 17, 2023, meeting, the City Council approved amendments to the CAP 2.0 establishing updated GHG reduction goals. The updated goals are as follows: to reduce GHG emissions 50 percent by 2030 and achieve carbon neutrality no later than 2045. The CAP 2.0 includes objectives that were developed in response to the City's GHG inventory. The main objectives fall within seven different areas: transportation, buildings and energy, adaptation, municipal, solid waste, water, and consumption. Measures were developed to support the objectives of the CAP 2.0 and include action items the City and community can take to achieve their goals. The following objectives are applicable to the proposed project:

- **Objective T-4:** Accelerate the adoption of Zero Emissions Vehicles (ZEVs) in Piedmont
- **Objective T-5:** Reduce miles traveled in personal gasoline vehicles

As discussed above, the proposed project involves the demolition of an existing gas and auto repair station and construction of a 14-stall EV charging station. As such, the proposed project would be consistent with Objective T-4 by installing additional EV charging stations, thereby facilitating and promoting the use of EVs. In addition, the proposed project would generate 123 fewer daily trips than the existing gasoline station, resulting in a decrease in VMT in gasoline vehicles consistent with Objective T-5. As such, the proposed project would be consistent with the applicable CAP 2.0 objectives.

**2022 Scoping Plan.** The following discussion evaluates the proposed project according to the goals of the 2022 Scoping Plan, Executive Order (EO) B-30-15, SB 32, and AB 197.

EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. CARB released a second update to the Scoping Plan, the 2017 Scoping Plan, to reflect the 2030 target set by EO B-30-15 and codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. SB 32 builds on AB 32 and keeps the State on the path toward achieving the 2050 objective of reducing emissions to 80 percent below 1990 levels. The companion bill to SB 32, AB 197, provides additional direction to CARB related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 intended to provide easier public access to air emissions data that are collected by CARB was posted in December 2016.

The 2022 Scoping Plan assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan states that in almost all sectors, electrification will play an important role. The 2022 Scoping Plan evaluates clean energy and technology options and the transition away from fossil fuels, including adding four times the solar and wind capacity by 2045 and about 1,700 times the amount of current hydrogen supply. As discussed in the 2022 Scoping Plan, EO N-79-20 requires that all new passenger vehicles sold in California will be zero-emission by 2035 and all other fleets will have transitioned to zero-emission as fully possible by 2045, which will reduce the percentage of fossil fuel combustion vehicles.

As identified above, the 2022 Scoping Plan contains GHG reduction measures that work toward reducing GHG emissions, consistent with the targets set by EO B-30-15 and codified by SB 32 and AB 197. The measures applicable to the proposed project include energy efficiency measures, water conservation and efficiency measures, and transportation and motor vehicle measures, as qualitatively discussed below.

Energy efficient measures are intended to maximize energy efficiency building and appliance standards; pursue additional efficiency efforts, including new technologies and new policy and implementation mechanisms; and pursue comparable investment in energy efficiency from all retail providers of electricity in California. In addition, these measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. As discussed above, the proposed project would not include natural gas. The elimination of natural gas in new development would help projects implement their "fair share" of GHG emission reductions necessary to achieve carbon neutrality by 2045, consistent with State goals. Therefore, the proposed project would contribute to its "fair share" of GHG emission reductions necessary to support achieving the State goals of long-term GHG emission reductions and carbon neutrality by 2045.

Water conservation and efficiency measures are intended to continue efficiency programs and use cleaner energy sources to move and treat water. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions. The proposed project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed project would not conflict with any of the water conservation and efficiency measures.

The goal of transportation and motor vehicle measures is to increase zero-emission vehicles and decrease VMT. The proposed project would be all-electric and would support recharging for electric vehicles; therefore, it would meet the CALGreen standards associated with the provision of EV charging facilities and would facilitate and promote the use of EVs by providing EV charging infrastructure. Therefore, the project would promote the use of EVs and reduce gasoline vehicle trips and VMT. As such, the proposed project would not conflict with the transportation and motor vehicle measures.

As demonstrated above, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emissions reduction goals identified in EO B-30-15, SB 32, and AB 1279

and would be consistent with applicable plans and programs designed to reduce GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This impact would be less than significant.

**4.9 HAZARDS AND HAZARDOUS MATERIALS**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is currently developed with a closed and vacated gas station, minor auto-repair shop, and convenience store. The project site has been developed with a gasoline service station and automotive repair facility since as early as 1939 and developed with the current service station since 1959. The current USTs at the site were installed in 1984. The previous uses as a gas station, minor auto-repair shop, and convenience store have all been discontinued, and all structures above-ground and all infrastructure below-ground (e.g., underground fuel storage tanks) are proposed to be removed. As outlined in Section 2.2.5, removal of the existing USTs would occur prior to commencement of the proposed project.

As a result of the USTs and past automotive use, the project site has been the subject of numerous investigations and oversight by the ACDEH, which is the Certified Unified Program Agency (CUPA) that coordinates and enforces numerous local, State, and federal hazardous materials management and environmental protection programs in Alameda County.

According to the information provided in the Regional Water Quality Control Board (RWQCB) Geotracker online database,<sup>28</sup> in August 2010, ACDEH closed the Leaking Underground Storage Tank (LUST) Case No. RO0000495 located at this site as a low-risk site based on an evaluation of petroleum contamination from unauthorized releases of petroleum from USTs and data collected during investigations conducted between 2005 through 2010. Due to residual contamination at the time of closure of LUST Case RO0000495, ACDEH closed the case with site management requirements that limit future use land use to commercial land use.

In 2012, ACDEH opened Cleanup Program Site (CPS) Case No. RO0003154 to evaluate residual contamination with respect to a proposed residential redevelopment at the site. Additional site assessment activities were conducted in 2015 and included collection of soil and groundwater samples in the vicinity of the former waste oil UST, the existing fuel USTs, and within the existing auto repair facility in the vicinity of hydraulic hoists and sumps. Results of the investigation indicated significant contamination in some site soils, including maximum concentrations of total petroleum hydrocarbons (TPH) as gasoline of 1,900 milligrams per kilogram (mg/kg), TPH as diesel of 220 mg/kg, TPH as motor oil of 1,000 mg/kg, TPH as hydraulic oil of 1,400 mg/kg, and lead beneath the building of 2,000 mg/kg. Petroleum was also detected in groundwater at maximum concentrations of 3,000 micrograms per liter ( $\mu\text{g/L}$ ) of total petroleum hydrocarbons as diesel (TPH-d), 3,700  $\mu\text{g/L}$  total petroleum hydrocarbons as gasoline (TPH-g), 9,400  $\mu\text{g/L}$  as total petroleum hydrocarbons as motor oil (TPH mo), 5.3  $\mu\text{g/L}$  benzene, 3.3  $\mu\text{g/L}$  methyl tert-butyl ether (MTBE) and 2.7  $\mu\text{g/L}$  of naphthalene. With the exception of the soil samples collected beneath the building, the results of the 2015 investigation were generally consistent with data used to evaluate closure of LUST Case RO0000495 in 2010.

In 2021, ACDEH was notified by the property owner that the proposed residential redevelopment was no longer being considered and the site would remain an active service station. Therefore, ACDEH administratively closed CPS Case No. RO0003154 associated with proposed residential redevelopment, with requirements that if a change in land-use or redevelopment were proposed, ACDEH would require additional evaluation of residual contamination relative to the proposed redevelopment under a new CPS case. As a result of the proposed project, ACDEH has reopened the CPS case to evaluate site conditions relative to potential impacts from past site uses to affect future on-site construction workers, utility workers, and EV charging station users, and for potential migration impacts to off-site receptors via migration of soil vapor along planned utility lines.

In 2021, a Phase I Initial Site Assessment was prepared by Partner Engineering and Science to better understand the recognized environmental conditions on the project site. Following the Phase I Initial Site Assessment, Partner Engineering and Science conducted a Phase II Subsurface Investigation at the subject property to evaluate the potential impact of petroleum hydrocarbons, polychlorinated biphenyls (PCBs), volatile organic compounds (VOCs), and/or metals to soil, soil gas, and/or groundwater as a consequence of a release or releases from the on-site gasoline service station and automotive repair operations.<sup>29</sup> The Phase II Subsurface Investigation Report collected 19 soil

<sup>28</sup> State Water Resources Control Board (SWRCB). 2024. Geotracker Database. Website: <https://geotracker.waterboards.ca.gov/> (accessed June 19, 2024).

<sup>29</sup> Partner Engineering and Science. 2022. Phase II Subsurface Investigation Report for 29 Wildwood Avenue Caulfield Bridge Project. February 2.

samples, 3 groundwater samples, and 6 soil gas samples from the project site. The results of these investigations were as follows:

- None of the analyzed soil samples contained detectable concentrations of TPH, PCBs, VOCs, or metals exceeding regulatory screening criteria, indicating no significant release or releases from the current gasoline service station and automotive repair operations.
- TPH-d was detected in one of the analyzed groundwater samples at a concentration exceeding regulatory screening criteria; however, the groundwater beneath the subject property would not be used a source of drinking water as part of the proposed project and would likely not represent a significant threat to human health or the environment.
- Benzene was detected in two soil gas samples above applicable regulatory screening criteria. The source of these benzene impacts is unknown; however, it is likely related to the historical and/or current on-site operations at the subject property.

The Phase II Site Investigation concluded that although soil gas impacts were above applicable regulatory screening criteria, the levels appear to be within the acceptable range for the commercial/industrial occupancy of the project site. Given the concentrations detected and the commercial/industrial occupancy of the project site, adverse impacts to the current and/or future occupants were unlikely to be significant.<sup>30</sup>

State UST regulations require the removal of tanks and associated fuel dispensing features upon a station's permanent closure. As outlined in Section 2.2.5, removal of the existing USTs at the project site would occur prior to commencement of the proposed project. Tank removal would be conducted in accordance with the requirements of the UST removal permit and under the oversight of ACDEH. UST removal activities would include removal of the existing canopy to provide access to the existing USTs; draining the USTs; removal of the three USTs, two fuel dispenser islands and associated piping; sampling of excavated areas; and removal of soil with evidence of petroleum products and backfilling excavations with clean fill. As part of the UST removal, the project sponsor will be required to prepare and implement a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan and Construction Management Plan.

*a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Less Than Significant Impact)*

Hazardous materials are chemicals that could potentially cause harm during an accidental release and are defined as being toxic, corrosive, flammable, reactive, an irritant, or a strong sensitizer. Hazardous substances include all chemicals regulated under the United States Department of Transportation (DOT) "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The severity of any such exposure is dependent upon the type, amount, and characteristics of the hazardous

<sup>30</sup> Partner Engineering and Science. 2022. Op. cit.

material involved; the time, location, and nature of the event; and the sensitivity of the individual or environment affected.

**Construction.** Potentially hazardous materials, such as construction materials, fuels, lubricants, and solvents, would be used during the demolition, grading and site preparation, and construction phases of the proposed project. However, the amount of hazardous chemicals present during construction would be minor and would be used in compliance with existing government regulations.

Construction of the proposed project would also require demolition of existing site structures, removal of hydraulic lifts located inside the station building, and potential removal of any additional residual contaminated soil remaining following removal of the existing USTs. Demolition of the existing site structures would require further investigation to determine if lead-based paint (LBP) and asbestos-containing materials (ACM) are present. If these hazardous building materials were not appropriately abated and disposed of, demolition of existing structures could result in the release of these hazardous building materials into the environment and exposure of construction workers and the public.

The removal of hazardous building materials prior to demolition of structures is governed by federal and State laws and regulations. Federal regulations require that LBP be removed prior to demolition if the paint is loose and peeling. Loose and peeling paint must be disposed of as a State and/or federal hazardous waste if the concentration of lead exceeds applicable waste thresholds. State and federal construction worker health and safety regulations require air monitoring and other protective measures during demolition activities where lead-based paint is present, as well as notification to the California Division of Occupational Safety and Health (DOSH) for abatement activities.

Workers who conduct hazardous materials abatement and demolition activities must be trained in accordance with Occupational Health and Safety Administration (OSHA) and California OSHA (Cal-OSHA) requirements. Hazardous building materials removed during construction must be transported in accordance with DOT regulations and disposed of in accordance with the federal Resource Conservation and Recovery Act (RCRA), the California Code of Regulations, and/or the California Universal Waste Rule at a facility permitted to accept the wastes. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition or alteration permits until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. If asbestos is identified, the Bay Area Air Quality Management District (BAAQMD) Regulation 11-2-401.3 requires notification to be made to BAAQMD prior to demolition activities. Other hazardous building materials, such as electrical equipment and fluorescent light ballasts containing PCBs, and fluorescent tubes or thermostats containing mercury, must be removed from buildings prior to demolition and disposed of in accordance with the California Universal Waste Rule and other federal and State regulations. Compliance with these regulations would ensure that demolition and removal of existing structures on the project site would be less than significant.

As outlined in Section 2.2.5, removal of the existing USTs at the project site would occur separate from and prior to commencement of the proposed project. Contaminated soil encountered during

removal of the UST, dispenser island and piping would be removed as part of the UST removal. Prior to redevelopment, additional subsurface investigation activities will be required to evaluate chemicals of concern (COCs) in soil, groundwater and/or soil vapor from potential release(s) to the subsurface from the auto repair facility and management of hazardous waste during the operation of the site as a service station. Depending on the results of the investigations, additional remedial activities may be required to protect construction workers during demolition and redevelopment of the site, future site occupants, and the adjacent community.

The project sponsor will be required to submit investigation work plans, investigation reports, and Remedial Action Implementation Plan to Alameda County Environmental Health Department (ACEHD) for review and approval. Coordination of implementation of the remediation work with construction of the proposed project will be dependent on the extent of contamination, risk to human health, and the redevelopment plans and schedule. In addition to the Remedial Action Implementation Plan, the project sponsor will be required to submit a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan and Construction Management Plan to the City of Piedmont and ACEHD for review and approval.

During construction of proposed improvements, hazardous materials (e.g., fuel, oils, and paints) would be routinely transported, stored, and used at the project site. As described in detail under Section 4.10, Hydrology and Water, management of hazardous materials during construction activities would be subject to the requirements of the Piedmont City Code, which requires implementation of BMPs that include hazardous materials storage requirements. For example, construction site operators must store chemicals in watertight containers (with appropriate secondary containment to prevent any spillage or leakage) or in a storage shed (completely enclosed).

Compliance with existing regulations, including the requirements of ACDDEH, during construction would ensure that potential impacts associated with hazardous material use, transport, and disposal would be less than significant.

**Operation.** The proposed project would result in the redevelopment of the project site with an EV charging facility that would include a total of three covered charging areas. Normal operations would not introduce potentially hazardous materials. Potentially hazardous materials such as fuels and solvents may be used during routine maintenance activities during operation of the proposed project. California law requires all facilities that use or store more than certain quantities of hazardous materials on site to file hazardous materials business plans that list and map the location of on-site hazardous materials storage and use and that describe procedures in the event of an accident. Operation of the proposed project would not produce hazardous emissions or require handling, transport, or disposal of acutely hazardous materials, substances, or waste. Therefore, this impact would be less than significant.

*b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Exposure to hazardous materials during the construction and operation of the proposed on-site uses could result from: (1) the improper handling or use of hazardous substances; (2) a transportation



accident; or (3) inadvertent release resulting from an unforeseen event (e.g., fire, flood, or earthquake).

**Construction.** As described above, construction of the proposed project would require demolition and removal of existing structures and may require removal of residual contaminated soil from the project site, as well as use of hazardous materials (e.g., oils, fuels, solvents, paints) associated with construction of proposed improvements. An accidental release of these hazardous materials during project construction could result in exposure of construction workers, the public, and/or the environment to hazardous materials.

In accordance with the Piedmont City Code and the Alameda County Clean Water Program, the proposed project would be required to implement BMPs to reduce the risk of spills or leaks from reaching the environment, including procedures to address minor spills of hazardous materials. Measures to control spills, leakage, and dumping must be addressed through structural as well as nonstructural BMPs. For example, equipment and materials for cleanup of spills must be available on site, and spills and leaks must be cleaned up immediately and disposed of properly. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

The transportation of hazardous materials is subject to both RCRA and DOT regulations. Hazardous materials would be transported by a licensed hazardous waste hauler and disposed of at facilities that are permitted to accept such materials. If a discharge or spill of hazardous materials occurs during transportation, the transporter is required to take appropriate immediate action to protect human health and the environment (e.g., notify local authorities and contain the spill), and is responsible for the discharge cleanup.

As described above, consistent with regulatory requirements, the project sponsor would prepare and implement a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan, and Construction Management Plan to ensure contaminated soils and materials are appropriately handled, removed from the site, and disposed of in compliance with federal, State, and local regulations. Compliance with these regulatory requirements would ensure that impacts associated with the accidental release of hazardous materials during project construction would be less than significant.

**Operation.** The proposed project would not involve storage or use of hazardous materials (except for small quantities for routine maintenance as described above) or generation of significant hazardous wastes. In addition, as described above, the project sponsor would remove the existing USTs, as required by and with oversight from ACDEH, prior to and separate from the proposed project. As such, potential significant impacts related to a foreseeable upset associated with operation of the proposed EV charging facility would not be expected. Further, as described above, the Phase II Subsurface Investigation prepared in 2022 concluded that although soil gas impacts were above applicable regulatory screening criteria, the levels appear to be within the acceptable range for the commercial/industrial occupancy of the project site. This impact would be less than significant.

*c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Less Than Significant)*

The Wildwood Children’s School is located at 8 Wildwood Avenue and is directly adjacent to the southeast corner of the project site. No other schools are identified within 0.25 mile of the project site. As described in Sections 4.9.a and 4.9.b, the project sponsor would be required to prepare and implement a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan, and Construction Management Plan to ensure contaminated soils and materials are appropriately handled, removed from the site, and disposed of in compliance with federal, State, and local regulations. In addition, operation of the proposed project would not involve storage or use of hazardous materials (except for small quantities for routine maintenance as described above) or generation of significant hazardous wastes. Compliance with these regulatory requirements would ensure that impacts associated with the emission or handling of hazardous materials within 0.25 mile of an existing or proposed school would be less than significant.

*d. Would the project 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? (Less Than Significant)*

Government Code Section 65962.5 requires the California Environmental Protection Agency (CalEPA) to develop, at least annually, an updated list of hazardous materials release sites known as the Cortese List. The project site is currently regulated by ACDEH and identified as “Shell Redevelopment” (CPS Case No. RO0003154). The project site is therefore included on lists of hazardous materials release sites compiled pursuant to Government Code Section 65962.5.

The project site is currently listed in the RWQCB Geotracker online database as an open “Cleanup Program Site.”<sup>31</sup> Cleanup Program Sites include all “non-federally owned” sites that are regulated under the SWRCB’s Site Cleanup Program and/or similar programs conducted by each of the nine RWQCBs. The project site is overseen by ACDEH, which is the CUPA that coordinates and enforces numerous local, State, and federal hazardous materials management and environmental protection programs in the county.

As discussed above, the disturbance of soil impacted with hazardous materials could result in a release of hazardous materials into the environment. ACDEH provides and would continue to provide oversight of the project site, including the proposed redevelopment. The project sponsor would be required to prepare and implement the necessary plans for proposed construction, as well as provide ongoing monitoring, if required by ACDEH. Compliance with these regulatory requirements would ensure that the proposed project would not create a significant hazard to the public or the environment as a result of being located on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5. This impact would be less than significant.

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<sup>31</sup> State Water Resources Control Board (SWRCB). 2024. Geotracker Database. Website: <https://geotracker.waterboards.ca.gov/> (accessed June 19, 2024).

- e. *Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (No Impact)*

The proposed project is not located within 2 miles of a public airport, and the project site is not located in an airport land use plan area. The closest airport to the project site is Oakland International Airport, which is approximately 12 miles away. Therefore, the proposed project would not result in a safety hazard or excessive noise for people accessing, residing, or working at the project site. No impact would occur.

- f. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Less Than Significant Impact)*

The Piedmont Police Department (PPD) coordinates the response of disaster service workers within the city during a major disaster or unusual occurrence. According to the PPD *Emergency Operations Procedures*, the City has established the following evacuation routes:

- Moraga Avenue to State Highway 13 or Pleasant Valley Avenue;
- Oakland Avenue to Grand Avenue or Bayo Vista Avenue;
- Crocker Avenue to Mandana Avenue;
- Hampton Road to Estates Drive onto Park Boulevard;
- LaSalle Avenue to Mountain Boulevard;
- Wildwood Avenue to Winsor Avenue or Grand Avenue; and
- Blair Avenue to Harbord Drive.<sup>32</sup>

The proposed project site is located at the intersection of Wildwood Avenue and Grand Avenue and is therefore along a City-identified evacuation route. However, the proposed project would not reduce the number of traffic lanes on any adjacent streets and would not alter the existing street grid; therefore, it would not alter or obstruct emergency evacuation routes or the response plan. Further, as described in Section 4.17, the proposed project would generate fewer vehicle trips than the existing land use, thereby reducing the total number of vehicles on adjacent roadways during project operation. Thus, the proposed project would not be expected to impair the function of nearby emergency evacuation routes or response plan. This impact would be less than significant.

- g. *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (No Impact)*

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located within any State Responsibility Areas (SRAs) for fire service and is not within a very high fire hazard severity zone,<sup>33</sup> nor is the project site located in a fire hazard area as designated in the

<sup>32</sup> City of Piedmont. 2023. *2023-2031 Housing Element Implementation Project, Draft Environmental Impact Report, SCH# 2022020362*. November.

<sup>33</sup> California Department of Forestry and Fire Protection (CAL FIRE). n.d. FHSZ Viewer. Website: <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed June 19, 2024).

City of Piedmont General Plan.<sup>34</sup> Therefore, the proposed project would not expose people or structures to a significant loss, injury, or death involving wildland fires. No impact would occur.

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<sup>34</sup> City of Piedmont. 2009. Op. cit.

## 4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i. Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (Less Than Significant Impact)*

The SWRCB and nine RWQCBs regulate water quality of surface water and groundwater bodies throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Quality Control Board (Water Board) is responsible for implementing the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act (CWA) requires that states identify water bodies including bays, rivers, streams, creeks, and coastal areas that do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies.

**Operation.** Project operations are subject to the California Regional Water Quality Control Board San Francisco Bay Region Municipal Regional Stormwater National Pollutant Discharge Elimination System (NPDES) Permit, Order No. R2-2022-0018, as amended by Order No. R2-2023-0019, NPDES Permit No. CAS612008 (Municipal Regional Stormwater NPDES Permit [MRP]). The MRP prohibits

discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The MRP requires co-permittees to develop and implement standard design and post-development BMP guidance to guide application of Low Impact Development (LID) BMPs to the maximum extent practicable.

MRP Provision C.3 addresses post-construction stormwater management requirements for regulated projects. Regulated projects include new development and redevelopment projects that create or replace 5,000 square feet or more of impervious surface and special land use categories that create or replace 5,000 square feet or more of impervious surface. Provision C.3 requires regulated projects to implement LID source control, site design, and stormwater treatment. LID employs principles such as preserving and recreating natural landscape features and minimizing impervious surfaces to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product. Practices used to adhere to these LID principles include measures such as rain barrels and cisterns, green roofs, permeable pavement, preserving undeveloped open space, and biotreatment through rain gardens, bioretention areas, bioswales, and planter/tree boxes.

MRP Provision C.3.g pertains to hydromodification management, which requires certain regulated projects to ensure that stormwater discharges from the project site do not cause an increase in the erosion potential of the receiving stream over the existing condition. Provision C.3.g provides various exceptions from hydromodification management requirements, including if the post-project impervious surface area is less than or the same as the pre-project impervious surface area or is less than 1 acre. Because the proposed project would reduce the extent of impervious surface at the site, it would not be considered a regulated project and would not be required to comply with MRP Provision C.3g.

The City of Piedmont is a member of the Alameda County Clean Water Program, which provides stormwater management for the area including the project site. The 9,691-square-foot (0.22-acre) project site is currently developed and includes a total of approximately 9,200 square feet (95 percent) of impervious surfaces. The proposed project would reduce the amount of impervious surface on the site to 8,096 square feet and provide 1,595 square feet of previous area, including landscaping and bio-retention. Therefore, the proposed project would comply with the provisions of the MRP. Water quality impacts associated with operation of the proposed project would be less than significant.

**Construction.** Runoff water quality is regulated by the NPDES Program (established through the federal CWA). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Water Board. According to the water quality control plans of the Water Board, any construction activities, including grading, that would result in the disturbance of 1 acre or more would require compliance with the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities

(Construction General Permit), Order No. 2022-0057-DWQ, NPDES No. CAS000002.<sup>35</sup> The project site is approximately 0.22 acre and, as such, would not be required to comply with the Construction General Permit.

However, Piedmont City Code Section 30.10 requires construction contractors to comply with and undertake the latest BMPs for construction projects adopted by the Alameda County Clean Water Program and incorporate erosion and sediment control plans into the building permit. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. BMP implementation must be consistent with the BMP requirements in the most recent version of the California Stormwater Quality Association's *Stormwater Best Management Handbook: Construction* or other BMPs shown to provide equivalent or better protection.

Construction activities associated with the proposed project would cause disturbance of soil during excavation work, which could adversely impact water quality. Contaminants from construction vehicles and equipment and sediment from soil erosion could increase the pollutant load in runoff being transported to receiving waters during project construction. Compliance with the City of Piedmont City Code, which requires preparation and implementation of erosion and sediment control plans, would ensure construction impacts related to surface water quality standards, waste discharge requirements, and surface water quality would be less than significant.

*b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less Than Significant Impact)*

The City of Piedmont lies within the East Bay Plain Subbasin for which the East Bay Municipal Utility District (EBMUD) serves as the Groundwater Sustainability Agency (GSA). Water supply in Piedmont is also provided by EBMUD. The majority of the water delivered by EBMUD originates from the Mokelumne River watershed, and the remaining water originates as runoff from the protected watershed lands and reservoirs in the East Bay Hills. As described further in Section 4.19.b, the proposed project would not significantly increase water demand at the site, and because the City's municipal water supply does not come from groundwater, water use during operation of the proposed project would not affect groundwater.

Construction of the proposed project would require excavation for utility lines, canopy footings, and bioretention basins. Therefore, dewatering of groundwater may be required during construction activities involving excavation. Release of dewatered groundwater to surface waters can introduce total dissolved solids and other constituents to surface waters and could cause degradation of the receiving water quality. In the event that groundwater is encountered during construction and groundwater dewatering is necessary, any groundwater dewatering during excavation would be conducted in accordance with the requirements of the Construction General Permit, which allows

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<sup>35</sup> State Water Resources Control Board (SWRCB). 2022. NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2022-0057-DWQ, NPDES No. CAS000002).

the discharge of dewatering effluent if the source of the water is uncontaminated groundwater and is properly filtered or treated using appropriate technology. Any necessary dewatering for project construction would be localized and temporary and would not result in the lowering of surrounding groundwater levels. Development of the proposed project would result in an increase in pervious surfaces on the project site, which would improve groundwater recharge compared to existing conditions. Therefore, the proposed project would not result in a significant decrease in groundwater recharge that would result in a net deficit in aquifer volume or a lowering of the local groundwater table level.

For the reasons listed above, impacts related to the decrease of groundwater supplies or interference with groundwater recharge would be less than significant.

- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- i. Result in substantial erosion or siltation on- or off-site;*
  - ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;*
  - iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*
  - iv. Impede or redirect flood flows? (Less Than Significant Impact)*

The proposed project would not alter the course of a stream or river. The project site is located in an urbanized and developed area and would not substantially alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site. Furthermore, compliance with construction- and operation-phase stormwater requirements, as described in Section 4.10.a, above, would further ensure that development of the project would not result in substantial erosion or siltation on or off site. This impact would be less than significant.

- d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? (No Impact)*

According to the City of Piedmont General Plan, there are no Federal Emergency Management Agency (FEMA) designated flood plains in Piedmont;<sup>36</sup> therefore, the project site is not located within a FEMA-designated 100-year or 500-year floodplain. In addition, there are no levees protecting the site from flooding and, as a result, no risk of failure. The project site and surrounding areas are generally level and would not be subject to mudflows. The project site is not located in an area mapped by the California Emergency Management Agency as being potentially inundated by a tsunami<sup>37</sup> and no seismically induced seiche waves have been documented in the San Francisco Bay

<sup>36</sup> City of Piedmont. 2009. Op. cit.

<sup>37</sup> California Department of Conservation (DOC). 2023. *California Tsunami Maps*. Website: <https://www.conservation.ca.gov/cgs/tsunami/maps> (accessed June 19, 2024).



throughout history.<sup>38</sup> Therefore, there would be no impacts related to the release of pollutants in the event of inundation due to flood hazard, tsunamis, or seiches.

*e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less Than Significant Impact)*

In the San Francisco Bay Area, including the project site, the Water Board is responsible for implementation of the Basin Plan, which establishes beneficial water uses for waterways and water bodies within the region. As previously discussed, the proposed project would comply with existing NPDES permit requirements, including the MRP, and would implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff, in accordance with City requirements and the Alameda County Clean Water Program. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, thereby causing the receiving waters to exceed the water quality objectives or impair the beneficial use of receiving waters. As such, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Construction and operational impacts related to a conflict with the Basin Plan would be less than significant.

The project site is located within the East Bay Plain Subbasin, a mapped Division of Water Rights (DWR) groundwater basin boundary. The East Bay Plain Subbasin is designated as a medium-priority basin under DWR's 2019 Phase 1 Basin Prioritization.<sup>39</sup> As a DWR-designated medium-priority basin, the East Bay Plain Subbasin is subject to the requirements of the Sustainable Groundwater Management Act (SGMA). EMBUD and the City of Hayward, the GSAs for the East Bay Plain Subbasin, have developed a Groundwater Sustainability Plan.<sup>40</sup> As discussed in Section 4.10.b, the proposed project would not interfere with groundwater recharge in the vicinity of the project site. Therefore, the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan, and this impact would be less than significant.

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<sup>38</sup> Association of Bay Area Governments and Metropolitan Transportation Commission. 2013. *Plan Bay Area*. July 18.

<sup>39</sup> California Department of Water Resources. 2019. SGMA Basin Prioritization Dashboard. Website: <https://gis.water.ca.gov/app/bp-dashboard/final/> (accessed June 19, 2024).

<sup>40</sup> Luhdorff & Scalmanini Consulting Engineers et al. 2022. *East Bay Plain Subbasin Groundwater Sustainability Plan*. January. Website: <https://www.ebmud.com/water/about-your-water/water-supply/groundwater-sustainability-agencies/east-bay-plain-subbasin-gsp-documents> (accessed June 19, 2024).

**4.11 LAND USE AND PLANNING**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project physically divide an established community? (No Impact)*

The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying area. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The project site is located in an urban area in Piedmont and is surrounded by commercial and residential uses. The proposed project would result in the redevelopment of the project site with an EV charging facility. The proposed project would not require the construction of any new infrastructure that would divide an established community and would not remove any means of access. The proposed project would not result in a physical division of an established community or adversely affect the continuity of land uses in the vicinity; therefore, no impact would occur.

*b. Would the project 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? (Less Than Significant Impact)*

As previously discussed, the City of Piedmont is the Lead Agency for environmental review. The project site has a General Plan land use designation of Mixed Use and is within the Zone D zoning district. According to Division 17.26 of the City Code, Zone D is established to regulate and control commercial and mixed-use commercial/residential development, where pedestrian-oriented commercial development will serve the neighborhood, consistent and in harmony with the character of the neighborhood and adjacent residential areas. Commercial uses that will serve the neighborhood are those uses which neighbors would be expected to use on a regular basis. They do not include uses that would be expected to draw the major portion of their clientele from outside the neighborhood.

The proposed project would result in the demolition of the existing gas station and redevelopment of the project site with an EV charging facility. The proposed project would require a Conditional Use Permit for the new use as an EV charging hub; a Non-Residential Sign Design Review Permit and Design Review Permit for the construction of canopies, signage, kiosks, fencing and accessory

equipment and features; and a variance to allow for the construction of a proposed canopy structure within the 10-foot street-yard setback along Wildwood Avenue.

It should be noted that according to CEQA, policy conflicts do not, in and of themselves, constitute a significant environmental impact. Policy conflicts are considered to be environmental impacts only when they would result in direct physical impacts or where those conflicts relate to avoiding or mitigating environmental impacts. As such, associated physical environmental impacts are discussed in this IS under specific topical sections. The proposed project would not result in any direct physical impacts that cannot be mitigated to a less than significant level.

Although the proposed project would require a variance to allow for the construction of the proposed canopy structure within the setback, the proposed project would not conflict with any policy or goal in the City's General Plan or zoning regulations that were adopted for the purpose of avoiding or mitigating an environmental effect, and this impact would be less than significant.

**4.12 MINERAL RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project 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?*

There are no known mineral resources within Piedmont according to the Natural Resources Element of the City of Piedmont General Plan.<sup>41</sup> Therefore, the proposed project would not result in the loss of availability of a known mineral resource of value to the region or residents of the State, and no impact would occur.

*b. Would the project 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?*

Refer to Section 3.12.a. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery sites. No impact would occur.

<sup>41</sup> City of Piedmont. 2009. Op. cit.

### 4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted sound level (dBA), and this scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level ( $L_{eq}$ ) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the  $L_{eq}$ , the community noise equivalent level (CNEL), and the day-night average level ( $L_{dn}$ ) based on A-weighted decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly  $L_{eq}$  for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours).  $L_{dn}$  is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and  $L_{dn}$  are within one dBA of each other and are normally

exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

**Regulatory Framework.** A project would result in a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Piedmont.

In order to assess potential noise impacts, the Piedmont City Code<sup>42</sup> sets for the applicable operational noise standard and appropriate construction hours. According to Chapter 8 of the Piedmont City Code, which adopts the applicable noise measures included in the 2022 California Residential Code, machinery that generates perceptible noise is required to include mitigating equipment which reduces the sound at the edge of the property to no more than 50 dBA.

According to Chapter 12 of the City's Municipal Code, operating or causing the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition activities between the hours of 6:00 p.m. and 8:00 a.m. each day, Sunday evening through Saturday morning, and between the hours of 6:00 p.m. and 9:00 a.m. Saturday evening through Sunday morning is specifically prohibited.

**Existing Setting.** Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project site is surrounded by a mix of residential and commercial uses as well as a synagogue to the north. The closest sensitive receptor is the residence adjacent to the northern part of the project boundary.

Existing noise sources at the project site are primarily associated with traffic on surrounding roadways, including Grand Avenue and Wildwood Avenue.

To assess existing noise levels, LSA conducted two long-term noise measurements in the vicinity of the project site. The long-term (24-hour) noise level measurements were conducted on June 13 through June 14, 2024, using three Larson Davis Spark 706RC Dosimeters. Table 4.13.A provides a summary of the measured hourly noise levels, broken down to daytime and nighttime at location from the long-term noise level measurements. As shown in Table 4.13.A, the measured noise levels range from 55.6 dBA Leq to 62.7 dBA Leq at the noise measurement location along the northern property line of the project. Noise measurement sheets are provided in Appendix C. Figure 4.13-1 shows the long-term monitoring locations.

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<sup>42</sup> City of Piedmont. 2024a. op. cit.

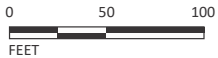


FIGURE 4.13-1

LSA

LEGEND

- Project Location
- LT-1** Long-term Noise Monitoring Location



SOURCE: Google Earth 2024

I:\20241601\G\Noise\_Locs.ai (7/3/2024)

29 Wildwood Avenue Electric Vehicle Charging Station  
Noise Monitoring Locations

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**Table 4.13.A: Long-Term 24-Hour Ambient Noise Monitoring Results**

Location		Daytime Noise Levels <sup>1</sup> (dBA L <sub>eq</sub> )	Nighttime Noise Levels <sup>2</sup> (dBA L <sub>eq</sub> )
LT-1	Approximately 60 feet east of the Grand Avenue centerline along the northern property line adjacent to 1246 Grand Avenue.	55.6 - 62.0	55.8 - 62.7
LT-2	Approximately 20 feet southeast of the Wildwood Avenue in front of the home at 12 Wildwood Avenue.	55.2 – 59.9	46.4 – 55.3

Source: Compiled by LSA (2024).

Note: Noise measurements were conducted from June 13 to June 14, 2024.

<sup>1</sup> Daytime Noise Levels = noise levels during the hours from 7:00 a.m. to 10:00 p.m.

<sup>2</sup> Nighttime Noise Levels = noise levels during the hours from 10:00 p.m. to 7:00 a.m.

dBA = A-weighted decibels

ft = foot/feet

L<sub>eq</sub> = equivalent continuous sound level

- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less Than Significant with Mitigation Incorporated)*

**Construction-Period Impacts.** Construction of the proposed project could include demolition and construction activities that would result in a temporary increase in ambient noise levels in the project site vicinity. Maximum construction noise levels would be short-term, generally intermittent depending on the construction phase, and variable depending on receiver distance from the active construction zone. The duration of noise impacts generally would be from one day to several days depending on the phase of construction. Project construction would occur for approximately 3 to 4 months. The level and types of noise impacts that would occur during construction are described below.

Short-term noise impacts would occur during grading and site preparation activities. Table 4.13.B lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

**Table 4.13.B: Typical Construction Equipment Noise Levels**

Equipment Description	Acoustical Usage Factor (%)	Maximum Noise Level (L <sub>max</sub> ) at 50 Feet <sup>1</sup>
Backhoes	40	80
Compactor (ground)	20	80
Compressor	40	80
Cranes	16	85
Dozers	40	85
Dump Trucks	40	84
Excavators	40	85
Flat Bed Trucks	40	84
Forklift	20	85
Front-end Loaders	40	80
Graders	40	85
Impact Pile Drivers	20	95
Jackhammers	20	85
Pick-up Truck	40	55
Pneumatic Tools	50	85
Pumps	50	77
Rock Drills	20	85
Rollers	20	85
Scrapers	40	85
Tractors	40	84
Welder	40	73

Source: Roadway Construction Noise Model (FHWA 2006).

Note: Noise levels reported in this table are rounded to the nearest whole number.

<sup>1</sup> Maximum noise levels were developed based on Spec 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston’s Noise Code for the “Big Dig” project.

L<sub>max</sub> = maximum instantaneous sound level

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As shown in Table 4.13.B, there would be a relatively high single-event noise exposure potential at a maximum level of 85 dBA L<sub>max</sub> with trucks passing from 50 feet.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project site. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Table 4.13.B lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Average maximum noise levels range up to 86 dBA  $L_{max}$  at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

As identified above, the project site is surrounded by residential and commercial uses as well as a synagogue. The closest sensitive receptor is the residence adjacent to the northern part of the project boundary, 57 feet from the center of the project. The 7-foot distance would decrease the noise level by approximately 2 dBA compared to the noise level measured at 50 feet from the construction activity. Therefore, the closest off-site residences may be subject to short-term construction noise levels of 87 dBA  $L_{max}$  when construction is occurring at the center of the project site.

Construction noise is temporary and would stop once project construction is completed. Further, the proposed project must comply with the construction hours specified in the Piedmont City Code, which prohibits construction activities between the hours of 6:00 p.m. and 8:00 a.m. each day, Sunday evening through Saturday morning, and between the hours of 6:00 p.m. and 9:00 a.m. Saturday evening through Sunday morning. Compliance with the Piedmont City Code would ensure construction-related noise would not be generated during the more sensitive nighttime hours.

Implementation of Mitigation Measure NOI-1, which requires implementation of Best Management Practices for construction noise and compliance with the Piedmont City Code would reduce construction noise impacts to a less than significant level.

- Mitigation Measure NOI-1:** The project contractor shall implement the following measures during construction of the project:
- Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
  - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.
  - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.

- Construction haul trucks and materials delivery traffic shall avoid residential areas whenever feasible.
- Prohibit extended idling time of internal combustion engines by either shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.
- Ensure that all general construction related activities are restricted to between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sundays.
- Designate a “disturbance coordinator” at the City of Piedmont who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem, and ensure noise levels do not exceed noise ordinance standards.

With implementation of Mitigation Measure NOI-1, which requires implementation of BMPs for construction noise (including equipment mufflers and placement of noise equipment away from sensitive receptors) and compliance with the Piedmont City Code, potential impacts associated with construction noise would be less than significant with mitigation incorporated.

**Long-Term Noise Impacts.** The project would generate long-term noise impacts from both traffic and stationary noise sources, as discussed below.

**Traffic Noise Impacts.** As identified above, existing noise sources at the project site are primarily associated with traffic on surrounding roadways, including Grand Avenue and Wildwood Avenue. According to the City’s General Plan, the project site is subject to a traffic noise contour of approximately 65 dBA  $L_{dn}$  from Grand Avenue. Motor vehicles with their distinctive noise characteristics are the dominant noise source in the project vicinity. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer.

Implementation of the proposed project would result in a decrease in new daily trips on local roadways in the project site vicinity. A characteristic of sound is that a doubling of a noise source is required in order to result in a perceptible (3 dBA or greater) increase in the resulting noise level. This analysis assumes that the proposed project would decrease vehicle traffic by approximately 123 net average daily trips as described in Section 4.17, Transportation.

According to the City of Piedmont General Plan, Grand Avenue carries approximately 8,000 average daily trips.<sup>43</sup> Project trips would represent a small decrease in noise levels, approximately 0.067 dBA L<sub>dn</sub> based on the following equation:

$$\text{Change in (dBA)} = 10 * \log_{10} \left( \frac{\text{Current Volume}}{\text{Future Volume}} \right)$$

Therefore, based on the existing traffic noise levels at the project site and the decrease in traffic noise levels associated with the proposed project, traffic noise impacts would be less than significant.

**Stationary Noise Impacts.** Implementation of the proposed project would generate various on-site stationary noise sources, including charging dispensers, power cabinets, switchgear (distribution panel and transformer), air pump, and charging station activities. While it is expected that operation of the former automotive repair shop, which requires the use of equipment such impact wrenches, compressors and car lifts, would have generated higher noise levels than the proposed project, the proposed project would include installation of equipment along the northern property line that could generate noise at the neighboring property.

As shown in Table 4.13.A, existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard of 50 dBA L<sub>eq</sub>. When ambient noise levels exceed the local jurisdiction noise standards, an impact would occur if the operation of the project would create a readily perceptible increase in noise which is typically defined as a 3 dBA increase. Operation of EV charging equipment would be required to comply with Section 8.02.020 of the Piedmont City Code, which requires machinery to include mitigating equipment to reduce the sound at the edge of the property. In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that the noise does not exceed 50 decibels (dBA) at the residential units to the north and east if the quietest ambient noise level is below 50 dBA L<sub>eq</sub>. Should ambient noise levels exceed 50 dBA L<sub>eq</sub> during the quietest hour of operation, the equipment shall not result in a 3 dBA noise level increase above the quietest ambient noise hour. This can be achieved through methods such as equipment selection or noise reduction features such as equipment enclosures or property line barriers. Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.

*b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)*

Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Vibration energy propagates from a source, through intervening soil and rock layers, to the foundations of

<sup>43</sup> City of Piedmont. 2009. op. cit.

nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure.

Typical sources of groundborne vibration are construction activities (e.g., pavement breaking and operating heavy-duty earthmoving equipment), rail activity, and occasional traffic on rough roads.

The roadways surrounding the project area, including Grand Avenue, Wildwood Avenue, and the existing driveways, are paved, smooth, and unlikely to cause significant groundborne vibration. In addition, the rubber tires and suspension systems of buses and other on-road vehicles make it unusual for on-road vehicles to cause groundborne noise or vibration problems. It is, therefore, assumed that no such vehicular vibration impacts would occur and, therefore, no vibration impact analysis of on-road vehicles is necessary.

The following vibration impact analysis will assess the potential for structural damages using vibration levels in PPV (in/sec) because vibration level in PPV is best used to characterize potential for damage.

**Construction Vibration.** Construction of the proposed project could result in the generation of groundborne vibration. The *FTA Transit Noise and Vibration Impact Assessment Manual*<sup>44</sup> (FTA Manual) indicate that for a non-engineered timber and masonry building, the construction vibration damage criterion is 0.2 in/sec in PPV.

Table 4.13.C shows the PPV and VdB values at 25 feet from the construction vibration source. As shown in Table 4.13.C, bulldozers, and other heavy-tracked construction equipment (expected to be used for this project) generate approximately 0.089 PPV in/sec of ground-borne vibration when measured at 25 feet, based on the FTA Manual. The distance to the nearest buildings for potential vibration damage analysis is measured between the nearest off-site buildings and the project construction boundary (assuming the construction equipment would be used at or near the project setback line).

Outdoor site preparation for the proposed project is expected to include the use of bulldozers and loaded trucks. The greatest levels of vibration are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels.

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<sup>44</sup> Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual. Office of Planning and Environment. Report No. 0123*. September.

**Table 4.13.C: Vibration Source Amplitudes for Construction Equipment**

Equipment	Reference PPV/L <sub>v</sub> at 25 feet	
	PPV (in/sec)	L <sub>v</sub> (VdB) <sup>a</sup>
Pile Driver (Impact), Typical	0.644	104
Pile Driver (Sonic), Typical	0.170	93
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large Bulldozer	0.089	87
Caisson Drilling	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Sources: *Transit Noise and Vibration Impact Assessment* (FTA 2018).

<sup>a</sup> RMS vibration velocity in decibels (VdB) is 1 μin/sec.

μin/sec = micro-inches per second

PPV = peak particle velocity

FTA = Federal Transit Administration

RMS = root-mean-square

in/sec = inches per second

VdB = vibration velocity decibels

L<sub>v</sub> = velocity in decibels

The formula for vibration transmission is provided below.

$$PPV_{\text{equip}} = PPV_{\text{ref}} \times (25/D)^{1.5}$$

For typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 0.089 PPV (in/sec) at 25 feet. The closest surrounding buildings to the project site include a single-family residence at 1246 Grand Avenue and a single-family residence at 31 Wildwood Avenue, adjacent to the northern boundary of the project site. Should construction activities occur within 15 feet of the residences to the north, vibration levels of 0.2 PPV (in/sec) or more could occur. This vibration level at the nearest building from construction equipment would exceed the FTA threshold 0.2 in/sec PPV for building damage.

As a Standard Condition of Approval, the City requires the following:

**Sound and Vibration Mitigation Plan and Review.** As required by the Director of Public Works, the Property Owner shall submit a plan prepared by a licensed engineer of the Property Owner’s choice that fully assesses the existing site conditions for the mitigation and monitoring of vibration and decibel levels at the Project during construction (including being periodically present at the construction site during excavation and foundation work). If, in the Engineer’s sole discretion, such monitoring indicates that the sound or vibration levels exceed those anticipated in the Property Owner’s Construction Management Plan and/or the Sound and Vibration Mitigation Plan, all work on the Project may be immediately stopped by the City and may not resume until the City Engineer is fully assured that the sound and vibration transmissions generated by work on the Project can be maintained at or below a reasonable level and duration.

- **Peer Review.** The City, at the Property Owner's sole expense, shall retain an independent engineering consultant to perform a peer-review of the Property Owner's Sound and Vibration Mitigation Plan and advise the City in connection with the Property Owner's proposals. The City Engineer shall select this independent engineering consultant, whose services shall be provided for the sole benefit of the City and whose reports and recommendations can be relied upon only by the City. The independent engineering consultant shall also review the building plans during the permit approval process and may provide periodic on-site observations during excavation and construction as deemed necessary by the City Engineer. The Property Owner shall provide payment for this at the time of the Building Permit submittal.

Compliance with this Standard Condition of Approval, which requires further evaluation of potential vibration levels during construction and development and implementation of a vibration monitoring and construction contingency plan to reduce vibration levels, would ensure that potential impacts associated with construction vibration would be less than significant.

- c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (**Less Than Significant Impact**)*

The closest airport to the project site is the Oakland International Airport, located approximately 12 miles southeast of the project site. The project site is not located within the 55 dBA  $L_{dn}$  noise contour and is not located within the vicinity of a private airstrip. Although aircraft-related noise may be audible on the project site, the proposed project would not expose people residing or working in the project area to excessive noise levels due to the proximity of a public airport. This impact would be less than significant.



#### 4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Less Than Significant Impact)*

The proposed project would result in the demolition of the existing gas and auto repair shop and construction of a 14-stall EV charging facility. As noted in Section 1.0, Project Information, the proposed facility would be managed off site by a customer service manager and EV chargers would be monitored remotely. Occasional maintenance of site facilities, EV chargers, and landscaping would be conducted. The project site is designated as Mixed Use, which is intended to provide primarily for commercial uses, with some residential use also allowed.

The proposed project would not result in direct population growth, as the use proposed is not residential and would not introduce a residential population on site, nor would the proposed project require a significant number of new employees. Therefore, the proposed project would not generate growth beyond that anticipated in the City’s General Plan and the proposed project would not directly or indirectly induce population growth. This impact would be less than significant.

*b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The proposed project is currently developed with a gas station and auto repair shop; no housing is currently located on the project site. Therefore, the proposed project would not result in the displacement of housing and would not require the construction of replacement housing elsewhere. No impact would occur.

4.15 PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. 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:*

*i. Fire protection? (Less Than Significant Impact)*

The Piedmont Fire Department (PFD) would provide fire protection services to the proposed project. The PFD provides fire, paramedic advanced life support/emergency medical, and emergency services to all areas within the city limits. The PFD fire station is located at 120 Vista Avenue, approximately 1 mile northeast of the project site.<sup>45</sup> Planned growth under the General Plan would increase calls for fire protection service in Piedmont. The proposed project is consistent with the site’s General Plan designation and does not represent unplanned growth given that the project site would be developed consistent with its land use and zoning designations. The proposed project could result in an incremental increase in demand for fire protection service due to the increase in daytime population at the project site and the potential for accidental hazardous materials releases or fires that could be associated with emergency situations at the charging facility. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the project applicant would be required to submit plans to PFD for review and approval prior to the issuance of building permits to ensure the project would conform to applicable building and fire codes.

The PFD would continue providing services to the project site and would not require additional firefighters to serve the proposed project. The construction of a new or expanded fire station would not be required. The proposed project would not result in a significant impact on the physical

<sup>45</sup> City of Piedmont. 2009. Op. cit.

environment due to the incremental increase in demand for fire protection and life safety services. The incremental increase in demand for services is not expected to adversely affect existing responses times to the site or within the city. Therefore, construction and operation of the proposed project would have a less than significant impact on fire protection and safety services and facilities.

*ii. Police protection? (Less Than Significant Impact)*

The PPD provides police protection services to the surrounding project area and project site. The PPD headquarters are located in the Piedmont Veterans Memorial Building at 403 Highland Avenue, approximately 1 mile northeast of the project site. Planned growth under the General Plan would increase calls for police protection service in the city. The proposed project is consistent with the site's General Plan designation and does not represent unplanned growth. Therefore, the proposed project is not expected to increase the demand for police protection services as it is consistent with the City's General Plan.

The PPD would continue to provide services to the project site and would not require additional officers to serve the project site, and the construction of new or expanded police facilities would not be required. Therefore, the proposed project would not result in a substantial adverse impact associated with the provision of additional police facilities or services. This impact would be less than significant.

*iii. Schools? (Less Than Significant Impact)*

The proposed project does not include any residential uses and therefore would not directly affect student population. Additionally, the proposed facility would be managed off site by a customer service manager and EV chargers would be monitored remotely; no new employees would be required. Therefore, the proposed project would not result in a substantial increase in the number of school-age children in the area, and this impact would be less than significant.

*v. Parks? (Less Than Significant Impact)*

The proposed project does not include any residential uses and would not generate a direct need for additional park space. As noted above, no new employees would be required to serve the proposed EV charging facility; therefore, the proposed project would not result in an increase in demand for parks. Therefore, the proposed project would have a less than significant impact related to parks.

*vi. Other public facilities? (Less Than Significant Impact)*

Development of the proposed project would not increase demand for other public services, including libraries, community centers, and public health care facilities. As previously discussed, the proposed project does not include development of residential uses and would not require any new employees who might move to Piedmont to serve the proposed project. Therefore, the proposed project would not result in an increased demand for public facilities, and this impact would be less than significant.

**4.16 RECREATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*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? (No Impact)*

The proposed project would include the demolition of the existing gas station and auto repair shop and redevelopment of the site with an EV charging facility. As such, the proposed project would not directly generate population growth that would result in an increase in the use of existing neighborhood and regional parks or other recreational facilities. Therefore, no impacts to parks or recreational facilities would occur as a result of the proposed project.

*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? (No Impact)*

Refer to Section 3.16.a. The proposed project consists of redevelopment of an existing gas station and auto repair shop site with an EV charging facility. The proposed project does not include recreational facilities and would not require the expansion of existing recreational facilities or construction of additional recreational facilities elsewhere, which might have an adverse physical effect on the environment. No impact would occur.

## 4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (Less Than Significant Impact)**

The project’s potential conflict with a program plan, ordinance, or policy addressing the circulation system is described below.

**Roadway Analysis.** As described in the Trip Generation and Vehicle Miles Traveled Analysis<sup>46</sup> (Appendix D), the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition (2021)<sup>47</sup> provides trip generation rates for many land uses, including gasoline stations. Furthermore, the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition (2017)<sup>48</sup> provides information regarding the rate of trips to a land use already on the roadway network and diverting to the land use as drivers pass by.

Trip generation data for EV charging stations were not provided in the *Trip Generation Manual*. Therefore, an independent data collection company was contracted to survey three EV charging stations for 3 days each. An average trip generation rate per charging position was calculated from the surveyed trip generation data.

Pass-by trips were calculated using methodology provided in the *Trip Generation Handbook*. Survey data identified that 58 percent of trips in the AM peak hour and 42 percent of trips in the PM peak hour to gasoline stations are by vehicles already traveling on the adjacent street. The lower value of 42 percent was applied to daily trips. Survey data collected at the EV charging stations by the independent data collection company found that the occurrence of pass-by trips to the EV charging stations was slightly lower than pass-by trips to the gasoline stations. In the AM peak hour, 47 percent of vehicles were already on the adjacent roads. In the PM peak hour, 39 percent of

<sup>46</sup> LSA Associates, Inc. 2024b. *Trip Generation and Vehicle Miles Traveled Analysis for 29 Wildwood Avenue, Piedmont, California*. June 14.

<sup>47</sup> Institute of Transportation Engineers (ITE). 2021. *Trip Generation Manual*, 11<sup>th</sup> Edition.

<sup>48</sup> ITE. 2017. *Trip Generation Handbook*, 3<sup>rd</sup> Edition.

vehicles were already on the adjacent roads. Throughout the day, 41 percent of vehicles were already on the adjacent roads.

Table 4.17.A summarizes the trip generation and pass-by trip data and compares traffic generated by the existing land use and the project. As Table 4.17.A indicates, the proposed project is anticipated to generate 123 fewer daily trips and fewer trips in the AM and PM peak hours than the existing gasoline station, even accounting for lower pass-by trip frequency at EV charging stations.

**Table 4.17.A: Trip Generation Comparison**

Land Use (ITE Land Use Code)	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Gasoline/Service Station (944) <sup>1</sup>		Positions	172.01	5.14	5.14	10.28	6.96	6.95	13.91
EV Charging Station <sup>2</sup>		Positions	33.43	0.90	0.80	1.70	0.93	0.96	1.89
<b>Existing Land Uses</b>									
Gasoline/Service Station	4	Positions	688	21	21	42	28	28	56
Pass-by Trips <sup>3</sup>			(289)	(12)	(12)	(24)	(12)	(12)	(24)
<i>Net Existing Trip Generation</i>			399	9	9	18	16	16	32
<b>Proposed Project Trip Generation</b>									
EV Charging Station	14	Positions	468	13	11	24	13	13	26
Pass-by Trips <sup>2</sup>			(192)	(6)	(5)	(11)	(5)	(5)	(10)
<i>Net Proposed Trip Generation</i>			276	7	6	13	8	8	16
<b>Net Trip Generation (Proposed - Existing)</b>			<b>(123)</b>	<b>(2)</b>	<b>(3)</b>	<b>(5)</b>	<b>(8)</b>	<b>(8)</b>	<b>(16)</b>

<sup>1</sup> Trip rates based on the ITE *Trip Generation* Manual, 11<sup>th</sup> Edition (2021).

<sup>2</sup> Trip rates and pass-by trips based on surveys of the following 3 EV charging facilities on August 29–31, 2023.

(1) Fountain Valley (9380 Warner Avenue), (2) Westminster (1025 Westminster Mall), and (3) Santa Monica (1425 Santa Monica Boulevard).

<sup>3</sup> Pass-by rates based on the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition (2017).

ADT = average daily traffic

EV = electric vehicle

ITE = Institute of Transportation Engineers

The 2023 Alameda County CMP states that projects are reviewed if they will cause a net increase of 100 or more PM peak-hour vehicle trips. The proposed project is below this threshold for review. Because the project would generate fewer trips than the existing land use and is below the threshold for review established in the CMP, it is determined that the project does not have the potential to significantly affect roadway operations compared to existing land uses.

**Transit, Pedestrian, and Bicycle Facilities.** Due to the automobile-centered nature of the proposed project, it is not expected to generate significant transit, pedestrian, and bicycle trips, internal or external, to the project site. The proposed project would not preclude, modify, or otherwise affect existing or proposed transit, pedestrian, or bicycle projects or policies identified by the City. Therefore, the proposed project would not conflict with a program plan, ordinance, or policy addressing transit, pedestrian, or bicycle facilities.

For the reasons described above, this impact would be less than significant.

**b. *Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)? (Less Than Significant Impact)***

As described in the Trip Generation and Vehicle Miles Traveled Analysis<sup>49</sup> (Appendix D), the City of Piedmont has not adopted revised traffic impact guidelines or separate VMT analysis guidelines. However, simultaneous with adoption of CEQA rule changes, the Governor's Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory).

The Technical Advisory includes a discussion of the use of screening thresholds to quickly identify when a project should be expected to cause a less than significant impact without conducting a detailed study. One of the recommendations is to screen small projects. The Technical Advisory specifically indicates that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact. This value may be arbitrarily low in this set of recommendations; however, Table 4.17.A shows that the project is anticipated to generate 123 fewer trips per day than the existing land use. With a net reduction in daily trips, the project would be considered a small project. Because the project's trip generation is below an applicable threshold of significance (i.e., the screening threshold), the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b). Further, the proposed project would be all-electric and would provide EV charging infrastructure, thereby facilitating and promoting the use of EVs over gasoline vehicles. Therefore, the transportation impact for the purposes of CEQA would be less than significant.

**c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Less Than Significant Impact)***

Vehicular access into and out of the proposed EV charging facility would be provided via two existing driveways, one on Wildwood Avenue and one on Grand Avenue. Existing sidewalks on both Wildwood Avenue and Grand Avenue would be reconstructed to conform to the redeveloped driveway approaches. Site driveways are required to comply with City design standards that are verified through the City's review process. In addition, as part of the City's review process, the PFD would review and comment on the project design plans to ensure that emergency access requirements are met. Because the proposed project would maintain existing site access, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible use. This impact would be less than significant.

**d. *Would the project result in inadequate emergency access? (Less Than Significant Impact)***

The proposed project would not result in the alteration of any access points; therefore, emergency vehicle access to the overall site would remain unchanged. Emergency vehicles, including fire trucks

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<sup>49</sup> LSA. 2024. *Trip Generation and Vehicle Miles Traveled Analysis for 29 Wildwood Avenue, Piedmont, California*. June 14.

and ambulances, would be able to access the proposed EV charging facility via either site driveway. This impact would be less than significant.



### 4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. 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:*
- i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or*
  - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. **(Less Than Significant Impact)***

AB 52, which became law on January 1, 2015, provides for consultation with California Native American tribes during the CEQA environmental review process and equates significant impacts to “tribal cultural resources” with significant environmental impacts. PRC Section 21074 states that “tribal cultural resources” are:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are one of the following:
  - Included or determined to be eligible for inclusion in the CRHR.

- Included in a local register of historical resources as defined in subdivision (k) of PRC Section 5020.1.
- 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

A “historical resource” (PRC Section 21084.1), a “unique archaeological resource” (PRC Section 21083.2(g)), or a “nonunique archaeological resource” (PRC Section 21083.2 (h)) may also be a tribal cultural resource if it is included or determined to be eligible for inclusion in the CRHR.

The consultation provisions of the law require that a public agency consult with local Native American tribes that have requested placement on that agency’s notification list for CEQA projects. Within 14 days of determining that a project application is complete, or a decision by a public agency to undertake a project, the lead agency must notify tribes of the opportunity to consult on the project, should a tribe have previously requested to be on the agency’s notification list. California Native American tribes must be recognized by the California Native American Heritage Commission as traditionally and culturally affiliated with the project site, and must have previously requested that the lead agency notify them of projects. Tribes have 30 days following notification of a project to request consultation with the lead agency.

The purpose of consultation is to inform the lead agency in its identification and determination of the significance of tribal cultural resources. If a project is determined to result in a significant impact on an identified tribal cultural resource, the consultation process must occur and conclude prior to adoption of a Negative Declaration or Mitigated Negative Declaration, or certification of an Environmental Impact Report (PRC Sections 21080.3.1, 21080.3.2, and 21082.3).

The City sent a letter describing the project and maps depicting the project site via email on June 11, 2019, to the Native American contact who had previously requested to be contacted by the City for potential consultation pursuant to AB 52. The City did not receive any requests for consultation during the 30-day notification period. Therefore, the City considers the AB 52 consultation process to be concluded.

As noted in Section 3.5, Cultural Resources, the project site is not listed on, or eligible for listing on, the CRHR. Additionally, the City, as Lead Agency, has not determined that there are any existing resources significant to Native American tribes within the project site. Therefore, this impact would be less than significant.

## 4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? (Less Than Significant Impact)*

The project site is located in an urban area with existing utilities and infrastructure. The proposed project would remove existing sewer and water laterals, some electrical conduit and some of the existing fiber optic conduit. Existing sewer and water mains, gas distribution lines, electrical distribution lines, and storm drain within the adjacent public right-of-way and within the southernmost portion of the project site would remain in place. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project. The proposed project would not require the construction of new water treatment facilities or the expansion of existing facilities, other than those already planned. Therefore, the impact of the proposed project on water infrastructure would be less than significant.

An existing electrical line that runs through the project site would continue to provide electricity to the project site. This electrical line would be connected to new electrical conduit to serve the proposed EV charging stations within the project site. The project site is currently served by telecommunication facilities and would not require any new construction for telecommunication service. Trench drains would be installed to direct stormwater runoff from the site to the proposed bioretention areas. In addition, on-site drainage would be designed consistent with the Alameda County NPDES C.3 requirements for LID.

Therefore, because the proposed project would connect to existing utility services within or adjacent to the project site and there is sufficient excess capacity within those systems to accommodate project demands, this impact would be less than significant.

*b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? (Less Than Significant Impact)*

Water service to the city of Piedmont is provided by the EBMUD, a privately owned utility. Approximately 90 percent of the EBMUD water supply originates from the melting snowpack of the Sierra Nevada. The other 10 percent of the EBMUD's water comes from runoff on protected East Bay Area watershed lands. The water is treated at one of six water treatment plants (WTPs) before delivery to customers.

EBMUD's water service system consists of a network of reservoirs, aqueducts (pipelines), WTPs, pumping plants, and other distribution facilities and pipelines that convey Mokelumne River water from Pardee Reservoir to EBMUD customers.<sup>50</sup> The water distribution network includes 4,200 miles of pipe, 131 pumping plants, and 167 water distribution reservoirs. EBMUD has water rights for up to 325 million gallons per day (mgd) from the Mokelumne River watershed.<sup>51</sup> EBMUD's secondary water supply comes from local runoff from the East Bay area watersheds, which is stored in the terminal reservoirs within EBMUD's service area. Water from local runoff is dependent on hydrologic conditions and terminal reservoir storage availability. Local runoff supplies the East Bay, averaging 23 MGD during normal hydrologic years.<sup>52</sup>

Because the proposed project is consistent with the current land use and zoning designations for the site, development of the project would be considered consistent with the growth assumptions utilized to estimate EBMUD's projected water demands. Thus, existing water supply entitlements are sufficient and no additional water supply entitlements are necessary.

The Urban Water Management Plan (UWMP), which identifies water system improvements necessary to meet future water demand, did not identify any deficiencies in the vicinity of the project site. The existing water system infrastructure has adequate capacity to serve the proposed project. In addition, the proposed project would be required to coordinate with the PFD to assess fire flow requirements and comply with them as part of the project. Based on the above, sufficient water supply exists to support the proposed project, and implementation of the project would not require new or expanded entitlements for water supplies. Impacts related to water supply would be less than significant.

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<sup>50</sup> East Bay Municipal Utility District (EBMUD). 2021. *Urban Water Management Plan 2020*. June. Website: <https://www.ebmud.com/water/about-your-water/water-supply/urban-water-management-plan> (accessed June 19, 2024).

<sup>51</sup> Ibid.

<sup>52</sup> Ibid.

- c. *Would the project 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? (No Impact)*

The City of Piedmont owns and maintains its own sewage collection system, consisting of 47 miles of collection pipes ranging in size from 6 inches to 21 inches in diameter and built mainly between 1900 and 1940. Wastewater collected from Piedmont is discharged through the city of Oakland to the EBMUD Special District No. 1 interceptor, where the interceptor transports the flows to the EBMUD Main Wastewater Treatment Plant (MWWTP) near the foot of the Bay Bridge.<sup>53</sup> The average flow into the MWWTP from throughout the service area is about 75 mgd. The MWWTP is designed for a secondary treatment capacity of 168 mgd during wet weather events. The proposed project would not generate domestic wastewater and therefore would not cause the MWWTP to violate any wastewater treatment requirements. No impact would occur.

- d. *Would the project 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?*

The City of Piedmont contracts with Republic Services, Inc., which is a waste disposal company whose services include nonhazardous solid waste collection, waste transfer, and waste disposal, recycling, and energy services. According to the California Department of Resources Recycling and Recovery (CalRecycle), in 2019, the majority of solid waste from Piedmont was disposed of at the Keller Canyon Landfill.<sup>54</sup>

The Keller Canyon Landfill has a total capacity of 75 million cubic yards and a remaining capacity of 63.4 million cubic yards, and can accept 3,500 tons per day.<sup>55</sup> On average, auto dealers and service stations generate approximately 0.9 pound per 100 square feet per day.<sup>56</sup> Therefore, the proposed project would generate approximately 87 pounds of solid waste per day, or 15 tons per year. However, it should be noted that this is a conservative estimate,<sup>57</sup> and the actual solid waste generation would likely be less. As noted above, the Keller Canyon Landfill has adequate capacity to serve the proposed project. As such, the project would be served by a landfill with sufficient capacity

<sup>53</sup> City of Piedmont. 2023. *2023-2031 Housing Element Implementation Project, Draft Environmental Impact Report, SCH# 2022020362*. November.

<sup>54</sup> California Department of Resources Recycling and Recovery (CalRecycle). 2024. Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Website: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility> (accessed June 19, 2024).

<sup>55</sup> CalRecycle. 2004. SWIS Facility/Site Activity Details. Keller Canyon Landfill (07-AA-0032). Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/4407?siteID=228> (accessed June 19, 2024).

<sup>56</sup> CalRecycle. 2019. Estimated Solid Waste Generation Rates. Website: <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates> (accessed June 19, 2024).

<sup>57</sup> This estimate of solid waste generation is based on rates for auto dealers and service stations. Actual solid waste generation would likely be less as the proposed project would only include, aside from the EV charging sites, a public seating area with a picnic table, bench, and recycling bins.

to accommodate the project's waste disposal needs, and impacts associated with the disposition of solid waste would be less than significant.

*e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (Less Than Significant Impact)*

Alameda County has three mandatory recycling ordinances with which the City of Piedmont must comply. The purpose of these ordinances is to reduce the amount of easily recyclable and compostable materials deposited in landfills from businesses, institutions, single-family and multifamily properties, and self-haulers. The ordinances are designed to help the State reach the long-term goal of reducing waste by ensuring that 75 percent of recyclables and compostables are diverted from the landfill by 2025. Piedmont currently has a diversion rate of 75 percent. The City's Climate Action Plan 2.0 outlines the City's goal of diverting 85 percent of waste going to the landfill by 2030.<sup>58</sup>

In addition, projects required by the California Green Building Standards Code (newly constructed residential projects or projects increasing a building's conditioned area, volume, or size) or having a building permit valuation greater than or equal to \$50,000 are required to divert at least 65 percent of the debris generated by the project from going to a landfill. This includes all construction, demolition, and/or renovation projects within Piedmont. Although not required, the City encourages projects with a valuation of less than \$50,000 to recycle at least 65 percent of the debris generated.

The proposed project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste, including the City's construction and demolition debris waste reduction and recycling requirements. Also refer to Section 3.19.d. Therefore, the proposed project would result in a less than significant impact related to solid waste regulations.

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<sup>58</sup> City of Piedmont. 2024. "Waste Diversion Rates" website: [https://piedmont.ca.gov/services\\_\\_\\_departments/public\\_works/recycling\\_organic\\_waste\\_garbage/solid\\_waste\\_data](https://piedmont.ca.gov/services___departments/public_works/recycling_organic_waste_garbage/solid_waste_data) (accessed June 19, 2024).

## 4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan? (No Impact)*

According to CAL FIRE, the project site is not located within any SRA for fire service and is not within a very high fire hazard severity zone.<sup>59</sup> As previously discussed in Section 4.9.f. under Hazards and Hazardous Materials, the proposed project would design, construct, and maintain structures, roadways, and facilities in accordance with applicable standards associated with vehicular access, resulting in the provision of adequate vehicular access that would provide for adequate emergency access and evacuation. The proposed project would not alter or block adjacent roadways, and implementation of the proposed project would not be expected to impair the function of nearby emergency evacuation routes. In addition, operation of the proposed project would not cause permanent alterations to vehicle circulation routes and patterns nor impede public access or travel upon public rights-of-way. Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

*b. Would the project, 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? (No Impact)*

Refer to Section 4.20.a. As noted in Section 2.0, Project Description, the project site is generally level, and is bound by existing development on all sides. Therefore, the proposed project would not

<sup>59</sup> California Department of Forestry and Fire Protection (CAL FIRE). n.d. FHSZ Viewer. Website: <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/> (accessed June 19, 2024).

exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire and no impact would occur.

- c. Would the project 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? (No Impact)*

Refer to Section 4.20.a. The proposed project is not located within an SRA for fire service and is not within a very high fire hazard severity zone. Therefore, the proposed project would not require the installation or maintenance of associated infrastructure and no impact would occur.

- d. Would the project 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? (No Impact)*

Refer to Section 4.20.a. The project would have no impact related to exposing 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.



## 4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

*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? (Less Than Significant with Mitigation Incorporated)*

As described in Section 4.4, Biological Resources, due to the developed nature of the project site and the presence of buildings and associated hardscape, the project site does not support any special-status species, sensitive natural communities, riparian habitat, wetlands, or other biological resources. Therefore, impacts to biological resources would be less than significant. Implementation of Mitigation Measures CUL-1 and GEO-1 would ensure that potential impacts to historic and archaeological resources that could be uncovered during construction activities would be reduced to a less than significant level. Therefore, with the incorporation of mitigation measures, development of the proposed project would not: (1) degrade the quality of the environment; (2) substantially reduce the habitat of a fish or wildlife species; (3) cause a fish or wildlife species population 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. This impact would be less than significant with mitigation incorporated.

*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)? (Less Than Significant with Mitigation Incorporated)*

CEQA defines cumulative impacts as “two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts.” Section 15130 of the CEQA Guidelines requires evaluation of potential environmental impacts when the project’s incremental effect is cumulatively considerable. “Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of “reasonably foreseeable probable future” projects, per CEQA Section 15355. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

The proposed project’s impacts would be individually limited and not cumulatively considerable, because these impacts are either temporary in nature (i.e., limited to the construction period) or are limited to the project site (i.e., potential discovery of unknown cultural or paleontological resources). The potentially significant impacts that can be reduced to a less than significant level with implementation of recommended mitigation measures for the topics of air quality, cultural resources, geology and soils, and noise. These impacts would primarily be related to construction-period activities, would be temporary in nature, and would not substantially contribute to any potential cumulative impacts associated with these topics. For the topic of air quality, potentially significant impacts to air quality standards associated with project construction would be reduced to less than significant levels with implementation of Mitigation Measure AIR-1. For the topic of cultural resources, potentially significant impacts to archaeological resources would be reduced to less than significant levels with implementation of Mitigation Measure CUL-1. For the topic of geology and soils, potentially significant impacts related to paleontological resources would be reduced to less than significant levels with implementation of Mitigation Measure GEO-1. For the topic of noise, implementation of Mitigation Measure NOI-1 and compliance with the City’s Standard Condition of Approval would ensure that construction noise and vibration impacts are reduced to a less than significant level.

For the topics of aesthetics, agricultural and forestry resources, biological resources, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire, the project would have no impacts or less than significant impacts; therefore, the project would not substantially contribute to any potential cumulative impacts for these topics. All environmental impacts that could occur as a result of the proposed project would be reduced to a less than significant level through the implementation of the mitigation measures recommended in this document.

When future development proposals are considered by the City, these proposals would undergo environmental review pursuant to CEQA, and when necessary, mitigation measures would be adopted as appropriate. In most cases, this environmental review and compliance with project conditions of approval, relevant policies and mitigation measures, and the General Plan and

compliance with applicable regulations would ensure that significant impacts would be avoided or otherwise mitigated to less than significant levels.

Implementation of these measures would ensure that the impacts of the project and other projects in the vicinity would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant with mitigation incorporated.

*c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (No Impact)*

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings. The proposed project would install equipment that has been evaluated and certified by the Federal Communications Commission (FCC) for use in all locations, including residential settings in accordance with applicable State and federal laws. While the proposed equipment would generate low level electromagnetic fields (EMFs), there is no agreement among scientists that EMFs create a health risk and there are no defined or adopted regulatory State, regional, or local standards for defining health risks from EMFs or an established threshold for determining the significance of EMF on public health. Therefore, the proposed project would pose no known concern for human health.

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## **APPENDIX A**

### **CALEEMOD OUTPUT SHEETS**



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# 29 Wildwood Avenue Electric Vehicle Charging Station Custom Report

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# 1. Basic Project Information

## 1.1. Basic Project Information

Data Field	Value
Project Name	29 Wildwood Avenue Electric Vehicle Charging Station
Construction Start Date	10/7/2024
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.90
Precipitation (days)	41.0
Location	29 Wildwood Ave, Piedmont, CA 94610, USA
County	Alameda
City	Piedmont
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1504
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.24

## 1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
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Parking Lot	14.0	Space	0.22	0.00	1,595	—	—	—
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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.71	20.5	16.2	0.03	0.68	2.31	2.99	0.63	1.06	1.69	—	3,011	3,011	0.12	0.07	3,037
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	1.50	1.22	< 0.005	0.05	0.11	0.16	0.05	0.05	0.10	—	217	217	0.01	< 0.005	219
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.01	0.27	0.22	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	35.9	35.9	< 0.005	< 0.005	36.2

### 2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2024	0.71	20.5	16.2	0.03	0.68	2.31	2.99	0.63	1.06	1.69	—	3,011	3,011	0.12	0.07	3,037
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.07	1.50	1.22	< 0.005	0.05	0.11	0.16	0.05	0.05	0.10	—	217	217	0.01	< 0.005	219
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.01	0.27	0.22	< 0.005	0.01	0.02	0.03	0.01	0.01	0.02	—	35.9	35.9	< 0.005	< 0.005	36.2

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	165	165	0.03	< 0.005	167

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,000	1,000	0.16	0.02	1,009
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,000	1,000	0.16	0.02	1,009
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	1,000	1,000	0.16	0.02	1,009
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,000	1,000	0.16	0.02	1,009
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Area	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

Energy	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	165	165	0.03	< 0.005	167
Water	—	—	—	—	—	—	—	—	—	—	0.00	0.01	0.01	< 0.005	< 0.005	0.01
Waste	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	165	165	0.03	< 0.005	167

### 3. Construction Emissions Details

#### 3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.26	7.10	5.63	0.01	0.30	—	0.30	0.28	—	0.28	—	852	852	0.03	0.01	855
Demolition	—	—	—	—	—	0.02	0.02	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.39	0.31	< 0.005	0.02	—	0.02	0.02	—	0.02	—	46.7	46.7	< 0.005	< 0.005	46.9
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	< 0.005	0.07	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.73	7.73	< 0.005	< 0.005	7.76
Demolition	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	81.9	81.9	< 0.005	< 0.005	83.0
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	21.4	21.4	< 0.005	< 0.005	22.5
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.52	4.52	< 0.005	< 0.005	4.59
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.17	1.17	< 0.005	< 0.005	1.23
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.75	0.75	< 0.005	< 0.005	0.76
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	0.20

### 3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	7.05	5.99	0.01	0.24	—	0.24	0.23	—	0.23	—	858	858	0.03	0.01	861
Dust From Material Movement	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	2.36
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	0.39
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.18	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	41.0	41.0	< 0.005	< 0.005	41.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.11	0.11	< 0.005	< 0.005	0.11
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.02	0.02	< 0.005	< 0.005	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

### 3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.38	13.0	9.79	0.02	0.37	—	0.37	0.34	—	0.34	—	1,713	1,713	0.07	0.01	1,719
Dust From Material Movement	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—

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Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.53	0.40	< 0.005	0.02	—	0.02	0.01	—	0.01	—	70.4	70.4	< 0.005	< 0.005	70.6	
Dust From Material Movement	—	—	—	—	—	0.09	0.09	—	0.04	0.04	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Off-Road Equipment	< 0.005	0.10	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.7	11.7	< 0.005	< 0.005	11.7	
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	0.03	0.02	0.27	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	61.4	61.4	< 0.005	< 0.005	62.3	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	
Hauling	0.01	0.36	0.14	< 0.005	0.01	0.07	0.08	0.01	0.02	0.03	—	281	281	0.01	0.04	295	
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.54	2.54	< 0.005	< 0.005	2.58	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	

Hauling	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.5	11.5	< 0.005	< 0.005	12.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.42	0.42	< 0.005	< 0.005	0.43
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.91	1.91	< 0.005	< 0.005	2.01

### 3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.34	10.8	8.10	0.01	0.38	—	0.38	0.35	—	0.35	—	1,305	1,305	0.05	0.01	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.44	0.33	< 0.005	0.02	—	0.02	0.01	—	0.01	—	53.6	53.6	< 0.005	< 0.005	53.8
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	8.88	8.88	< 0.005	< 0.005	8.91
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.73	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.78	6.78	< 0.005	< 0.005	6.88
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.12	1.12	< 0.005	< 0.005	1.14
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

### 3.9. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

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Off-Road Equipment	0.22	5.75	4.58	0.01	0.25	—	0.25	0.24	—	0.24	—	823	823	0.03	0.01	826
Paving	0.12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.08	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	11.3
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	1.87
Paving	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.06	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	143	143	< 0.005	0.01	145
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.98	1.98	< 0.005	< 0.005	2.01
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.33	0.33	< 0.005	< 0.005	0.33
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

### 3.11. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	1.09	0.96	< 0.005	0.07	—	0.07	0.06	—	0.06	—	134	134	0.01	< 0.005	134
Architectu ral Coatings	0.53	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	1.84
Architectu ral Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	0.30
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.73	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	164	164	< 0.005	0.01	166
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.26	2.26	< 0.005	< 0.005	2.29
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	0.38
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

## 4. Operations Emissions Details



### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

### 4.2. Energy

#### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,000	1,000	0.16	0.02	1,009
Total	—	—	—	—	—	—	—	—	—	—	—	1,000	1,000	0.16	0.02	1,009
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	1,000	1,000	0.16	0.02	1,009
Total	—	—	—	—	—	—	—	—	—	—	—	1,000	1,000	0.16	0.02	1,009
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	—	165	165	0.03	< 0.005	167
Total	—	—	—	—	—	—	—	—	—	—	—	165	165	0.03	< 0.005	167

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

Total	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
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### 4.3. Area Emissions by Source

#### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscaping Equipment	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	0.00

### 4.4. Water Emissions by Land Use

#### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.05	0.05	< 0.005	< 0.005	0.05
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.01	0.01	< 0.005	< 0.005	0.01
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.01	0.01	< 0.005	< 0.005	0.01

### 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Parking Lot	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	0.00

### 4.6. Refrigerant Emissions by Land Use

#### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.7. Offroad Emissions By Equipment Type

#### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.8. Stationary Emissions By Equipment Type

#### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

### 4.10. Soil Carbon Accumulation By Vegetation Type

#### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

#### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—



4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

## 5. Activity Data

### 5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/7/2024	11/1/2024	5.00	20.0	—
Site Preparation	Site Preparation	10/11/2024	10/11/2024	5.00	1.00	—
Grading	Grading	10/14/2024	11/1/2024	5.00	15.0	—
Building Construction	Building Construction	11/4/2024	11/22/2024	5.00	15.0	—
Paving	Paving	11/25/2024	11/29/2024	5.00	5.00	—
Architectural Coating	Architectural Coating	12/2/2024	12/6/2024	5.00	5.00	—

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Tier 2	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Tier 2	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Tier 2	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	8.00	84.0	0.37

Grading	Graders	Diesel	Tier 2	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 2	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 2	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 2	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 2	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Tier 2	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Tier 2	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Tier 2	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Tier 2	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Tier 2	1.00	6.00	37.0	0.48

### 5.3. Construction Vehicles

#### 5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	11.7	LDA,LDT1,LDT2
Demolition	Vendor	—	8.40	HHDT,MHDT
Demolition	Hauling	0.30	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	11.7	LDA,LDT1,LDT2
Site Preparation	Vendor	—	8.40	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT

Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	11.7	LDA,LDT1,LDT2
Grading	Vendor	—	8.40	HHDT,MHDT
Grading	Hauling	3.93	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	20.0	11.7	LDA,LDT1,LDT2
Building Construction	Vendor	0.00	8.40	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	11.7	LDA,LDT1,LDT2
Paving	Vendor	—	8.40	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	20.0	11.7	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	8.40	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

## 5.4. Vehicles

### 5.4.1. Construction Vehicle Control Strategies

Control Strategies Applied	PM10 Reduction	PM2.5 Reduction
Water unpaved roads twice daily	55%	55%

Limit vehicle speeds on unpaved roads to 25 mph	44%	44%
Sweep paved roads once per month	9%	9%

## 5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	0.00	0.00	575

## 5.6. Dust Mitigation

### 5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	513	—
Site Preparation	—	—	0.50	0.00	—
Grading	—	470	7.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.22

### 5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

## 5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Parking Lot	0.22	100%

## 5.8. Construction Electricity Consumption and Emissions Factors

### kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Parking Lot	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	0.00	0.00	575

### 5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

### 5.11. Operational Energy Consumption

#### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Parking Lot	1,788,500	204	0.0330	0.0040	0.00

### 5.12. Operational Water and Wastewater Consumption

#### 5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Parking Lot	0.00	18,121

### 5.13. Operational Waste Generation

#### 5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Parking Lot	0.00	—

### 5.14. Operational Refrigeration and Air Conditioning Equipment

#### 5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
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### 5.15. Operational Off-Road Equipment

#### 5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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### 5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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## 5.17. User Defined

Equipment Type	Fuel Type
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## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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### 5.18.2. Sequestration



5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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## 8. User Changes to Default Data

Screen	Justification
Land Use	The proposed project involves construction of a 14-stall electric vehicle (EV) charging station.
Construction: Construction Phases	Construction of the proposed project is anticipated to begin in fall 2024 and would occur over a two month period. Demolition activities are anticipated to occur over an approximately one month period and grading would occur over an approximately one month period. An overlap of demolition and grading activities is anticipated. Exterior work such as foundation installation, construction, and installation of pavements is expected to occur over a two month period. This schedule conservatively assumes a total 2-month construction duration.
Construction: Off-Road Equipment	Assuming the use of Tier 2 construction equipment.
Construction: Trips and VMT	Assuming up to 20 one-way worker trips per day for the building construction and architectural coating phases since the CalEEMod default was zero.
Operations: Energy Use	Electricity consumption was provided by Shell.



## **APPENDIX B**

# **HISTORICAL RESOURCE EVALUATION**



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CARLSBAD  
CLOVIS  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

July 12, 2024

Kevin Jackson  
Planning and Building Director  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611

Subject: Historical Resource Evaluation of 29 Wildwood Avenue, City of Piedmont, Alameda County, California (LSA Project No. 20241601)

Dear Director Jackson:

LSA prepared a Historical Resource Evaluation (HRE) of a single-story, 1,247 square-foot gas station facility built in 1959 on an approximately 0.21-acre parcel at 24 Wildwood Avenue along the western boundary of the Alameda County community of Piedmont (APN 051-4638-014) (Attachment A: Figure 1 and 2). The present building was constructed in 1958 by the Royal Dutch Shell Group (a.k.a. Shell) for use as an automotive repair facility and gasoline filling station. The station was later remodeled in 1972 and “refreshed” in following decades per Shell’s later corporate branding campaigns. The station closed and was last used as a Shell gas station and an auto repair garage. The property has been continuously used as a Shell station and later reconfigured at least twice since 1928.

This HRE was prepared to address the requirements of the California Environmental Quality Act (CEQA). The HRE included background research to provide information about the design, construction history, ownership, and prior occupancy of the building; interested parties consultation, and a field review by an architectural historian to document the property’s existing condition.

Based on background research, interested parties’ consultation, and field review, LSA concludes that the former gas station at 29 Wildwood Avenue does not appear eligible for inclusion in the California Register of Historical Resources (CRHR) due to a lack of historical significance. The City of Piedmont does not maintain a local register of historical resources to assign potential significance via a local preservation ordinance. As such, the building does not appear to be a historical resource for the purposes of CEQA.

The methods, analysis, and conclusions of this HRE are presented in the sections that follow. Please see Attachment C for official State of California Department of Parks and Recreation 523 (DPR 523) Series forms for a CRHR eligibility evaluation of the former gas station at 29 Wildwood Avenue.

## BACKGROUND RESEARCH

### Records Searches

At the request of LSA, staff of the Northwest Information Center (NWIC) conducted a records search (File #23-1877) of the property and adjacent parcels on June 27, 2024. An affiliate of the State of California Office of Historic Preservation's California Historical Resources Information System, the NWIC, is the official State repository of cultural resource records and reports for Alameda County.

The current property owner provided LSA with a copy of the results of a City of Piedmont Property Records Search conducted by City of Piedmont Staff on August 12, 2016. The results, presented in a Housing Record Search Analysis, included permits on file dating from 1928 through 2007. See Table A below for a presentation of the search results.

As part of the records search, LSA also reviewed the following local and State inventories for built environment cultural resources in and adjacent to the property:

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988);
- *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- *California Historical Landmarks* (California Office of Historic Preservation 1996);
- *A Living Legacy: Historic Architecture of the East Bay* (Wilson 1987);
- *California Historical Landmarks: Alameda* (California Office of Historic Preservation 2024a); and
- *Built Environment Resources Directory - Alameda County* (California Office of Historic Preservation 2024b). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, CRHR, California Historical Landmarks, and California Points of Historical Interest.

**Results.** The records search did not identify any previously recorded built environment cultural resources or previously conducted cultural resource studies of the property or adjacent parcels. The records search identified one cultural resource study within the adjacent parcels:

- Chavez, David, and Jan M. Hupman  
2000 *Archaeological Resource Investigations for the City of Piedmont, East Bay Infiltration/Inflow Correction Program, Piedmont, California*. David Chavez & Associates, Mill Valley, California. On file (S-22815) at the NWIC, Sonoma State University, Rohnert Park, California.

LSA was provided the results of a Housing Record search prepared by City of Piedmont staff in 2016 which identified 23 permits on file for 29 Wildwood Avenue.

**Results.** The earliest permit on file was issued October 9, 1928, to construct a service station. No permit to demolish an existing structure was issued, suggesting this parcel was vacant prior to the

gas station. The table below lists the permits identified with a brief description of work performed and value. Please see Attachment 3 of this HRE for a complete copy of the records provided to LSA.

**Table A: Housing Record Search Results**

Permit Number	Date Issued	Description	Value (\$)
3424	10/9/1928	One story, five room service station	\$3,000
4726	12/19/1936	Demolish (1928) building	N/A
4727	12/19/1936	Construct station	\$7,000
9389	1/7/1958	Alter and remodel station	\$23,500
4425	4/12/1968	Re-roof	\$495
5667	6/24/1970	Underground tank	\$3,000
6741	9/24/1971	Cover beams	\$5,000
7455	10/4/1972	Remodel exterior	\$5,000
14273	1/13/1982	Repair fire damage	\$17,000
16428	8/16/1984	Install fuel storage tank	\$24,000
16511	8/29/1984	Install sump pumps and two gas dispensers	\$2,000
18765	3/5/1987	Repair electrical meter	\$200
19110	6/30/1987	Install oil tank	\$3,000
19670	12/3/1987	Water pipe repairs	\$1,000
34010	7/28/1997	Lighting, fence, bathroom remodel	\$17,000
B04-00228	4/20/2004	Fascia addition on canopy	\$5,000
B05-00160	3/30/2005	Dispenser replacement, add tank equipment	\$60,000
CAP05-00079	7/27/2005	Dispenser replacement, install piping	\$20,000
B07-00978	12/17/2007	Replace fence	\$3,000
B08-00326	1/9/2009	Install enhanced vapor recovery system	\$15,000
EX09-00003	3/23/2016	Replace monitoring well box	N/A
EX10-00011	8/2/2010	Remove monitoring well	N/A
B11-00636	8/26/2011	Sewer lateral replacement	N/A

Source: City of Piedmont, Housing Record Search Analysis – 29 Wildwood Avenue , August 8, 2016.

## Map Review

LSA reviewed the following maps for historical information about the property and its vicinity:

- *Concord, Calif.*, 15-minute topographic quadrangle (U.S. Geological Survey 1897, 1915, 1932, 1942, 1959);
- *Oakland East, Calif.*, 7.5-minute topographic quadrangle (U.S. Geological Survey 1947, 1949, 1960, 1969, 1975, 1980, 1997) and;
- Sanborn Fire Insurance Company Maps for Piedmont, California (Sanborn-Perris Map Co., Ltd., 1929; 1952).

**Results.** The *Concord, Calif.*, 15-minute quadrangles prepared in 1897 and 1915 depict the property as an undeveloped parcel in a sparsely developed area (USGS 1897, 1915). The 1932 *Concord, Calif.*, 15-minute quadrangle does not depict a building, structure, or object at the intersection of Grand and Wildwood avenues (USGS 1932). The 1942 *Concord, Calif.*, 15-minute quadrangle depicts the modern street network in western Piedmont but no building footprints other than what appears to be public buildings (USGS 1942). The 1959 *Concord, Calif.*, 15-minute quadrangle depicts the cities of Piedmont and Oakland in a uniform pink or salmon-colored shade, suggesting a high density. The map depicts the building footprints of municipal buildings, schools, and churches only (USGS 1959).

The *Oakland East, Calif.*, 7.5-minute quadrangles depict the property and the cities of Piedmont and Oakland in a shaded pink or salmon or later grey color, indicating a high density of development in the area (USGS 1947, 1949, 1960, 1969, 1975, 1980, 1997). No individual footprints of privately owned residential or commercial buildings, structures, or objects are depicted.

Via information provided to LSA by Gail Lombardi, Chair of the Piedmont Historical Society, the 1929 Sanborn Fire Insurance Company map depicts the property as a vacant parcel.

Via information provided to LSA via Chair Lombardi, the 1952 Sanborn map depicts the property as a triangular parcel in its modern configuration. The map depicts the gas station as a single-story building with a rectangular footprint and centrally placed in the parcel. The front, or west-facing façade has a projecting canopy pointing west towards Grand Avenue with square-shaped canopies affixed sheltering fuel pumps forming a Y-shaped footprint open to the west. The eastern or rear portion of the building contains a garage area labeled “Gas & Oil” and “Greasing.” A storage area (possibly bathroom) is along the eastern-most rear portion of the office service garage building. Areas east and south of the gas station are depicted as fully built out, primarily residential development (Sanborn-Perris Map Co., Ltd. 1952, Sheet 814).



## HISTORICAL ORGANIZATION CONSULTATION

LSA reached out to the Piedmont Historical Society (PHS) via an email describing the resource at 29 Wildwood Avenue and maps depicting the property requesting any information or concerns the society may have about the resource. A summary of these letters and emails is presented below.

### Piedmont Historical Society

On June 26, 2024, LSA emailed Gail Lombardi, Chair of the PHS requesting any information about the property and to schedule an in-person archival visit to review any materials (maps, photographs, telephone directories, and etc.) PHS may have on file that describe the history of the property, the gas station, and the surrounding historical land use patterns.

On June 28, 2024, PHS Chair Lombardi responded stating PHS “does not have the maps and photographs you are looking for.” Chair Lombardi suggesting LSA (1) review City Directories available online via the Oakland Public Library website, (2) contact the Piedmont City Hall for any property records (e.g., permits or other building records – see Attachment 2), and three photographs provided via Sheel employee Laura Snyder, that depict the former (pre-1959) configuration of the Shell station on site. Chair Lombardi offered to review her personal copies of Sanborn Fiore Insurance Company maps to verify dates and previous configurations of a gas station in this location when she returned home on July 10.

Later the same day, LSA responded thanking Chair Lombardi for the information and to resend the photographs as they did not come through. Chair Lombardi responded with the photographs and questions about the ages of the vehicles in them.

On July 10, LSA responded with estimates of various ages of cars depicted in the images and to follow up on the offer of Sanborn map research.

Later the same day, Chair Lombardi replied thanking LSA with identifying the years of the vehicles in the photos. Chair Lombardi provided a cropped image of the 1952 Sanborn Map depicting a gas station at 29 Wildwood Avenue. An image of the 1929 Sanborn Map was not provided as Chair Lombardi noted the parcel was vacant. LSA responded thanking Chair Lombardi for her assistance.

## FIELD REVIEW

LSA architectural historian Michael Hibma reviewed the exterior of the one-story former filling station/auto repair garage at 29 Wildwood Avenue on July 5, 2024. The purpose of the review was to characterize the building’s architectural style and to identify alterations. The field review was recorded with digital photographs.

### Results

The former filling station/auto repair garage is a modest example of Vernacular commercial architecture. The building has a rectangular footprint, a flat roof behind a raised, boxy parapet, and walls clad in non-original stucco. The main west-facing asymmetrical façade is roughly divided into four sections consisting of an office and three large garage service bays. The remainder of the parcel is an asphalt paved parking lot.

## HISTORICAL AND ARCHITECTURAL CONTEXT

Please see Attachment C for DPR 523 Series forms containing the historical and architectural context of the property.

## ELIGIBILITY EVALUATION

Background research, including a records search, a literature review, archival research, and a field review by an architectural historian identified one potential built environment cultural resource more than 50 years old on the property: the one-story former filling station/auto repair garage at 29 Wildwood Avenue in the City of Piedmont. Please see Attachment C for DPR 523 Series forms, which contain a CRHR eligibility evaluation of the building.

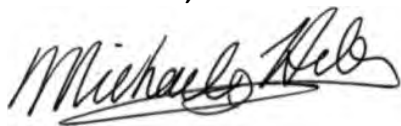
## CONCLUSION

The one-story former filling station/auto repair garage at 29 Wildwood Avenue consists of a one-story building constructed 1958 and two pump islands on a triangular parcel along the southern border of the City of Piedmont. Based on the results of this HRE, LSA concludes that the building does not appear eligible for inclusion in the CRHR under any significance criteria. The building is not a notable example of Vernacular architecture, and background research did not identify any persons associated with the building important to the past. The building's architect and builder were not identified. For these reasons, this building does not appear to qualify as a "historical resource" for the purposes of CEQA (Public Resources Code Section 21084.1).

If you have any questions about this constraints assessment, please contact me by phone at (510) 236-3810, or by email at <michael.hibma@lsa.net>.

Sincerely,

**LSA Associates, Inc.**



Michael Hibma, M.A.  
Associate/Architectural Historian

Attachment:   A: Figures 1, 2, and 3  
                  B: Housing Record Search Results  
                  C: DPR 523 Series Forms for 29 Wildwood Avenue

## REFERENCES CITED<sup>1</sup>

### California Office of Historic Preservation

- 1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Sacramento.
- 1992 *California Points of Historical Interest*. California Department of Parks and Recreation, Sacramento.
- 1996 *California Historical Landmarks*. California Department of Parks and Recreation, Sacramento.
- 2001 *California Environmental Quality Act (CEQA) and Historical Resources*. California Department of Parks and Recreation, Sacramento.
- 2024a *California Historical Landmarks: Alameda*. Website: [https://ohp.parks.ca.gov/?page\\_id=21388](https://ohp.parks.ca.gov/?page_id=21388), accessed July 10, 2024.
- 2024b *Directory of Properties in the Historic Property Data File: Alameda County*. California Department of Parks and Recreation, Sacramento.

### ParcelQuest

- 2024 Assessor's Parcel Information. Website, <http://www.parcelquest.com/>, accessed various.

### Sanborn-Perris Map Co., Ltd.

- 1952 *Piedmont/Oakland, Alameda County, California*. Sheet #814. Personal Communications, Piedmont Historical Society Chair Gail Lombardi to LSA, 10 July 2024.

### U.S. Geological Survey (USGS)

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- 1915 *Concord, Calif.*, 15-minute topographic quadrangle. USGS, Washington, D.C.
- 1932 *Concord, Calif.*, 15-minute topographic quadrangle. USGS, Washington, D.C.
- 1942 *Concord, Calif.*, 15-minute topographic quadrangle. USGS, Washington, D.C.
- 1947 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.
- 1949 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.
- 1959 *Concord, Calif.*, 15-minute topographic quadrangle. USGS, Washington, D.C.
- 1960 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.
- 1969 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.
- 1975 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.
- 1980 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.

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<sup>1</sup> For a full set of references consulted, please see the DPR523 Series forms in Attachment 3 of this report.

1997 *Oakland East, Calif.*, 7.5-minute topographic quadrangle. USGS, Washington, D.C.

Wilson, Mark A.

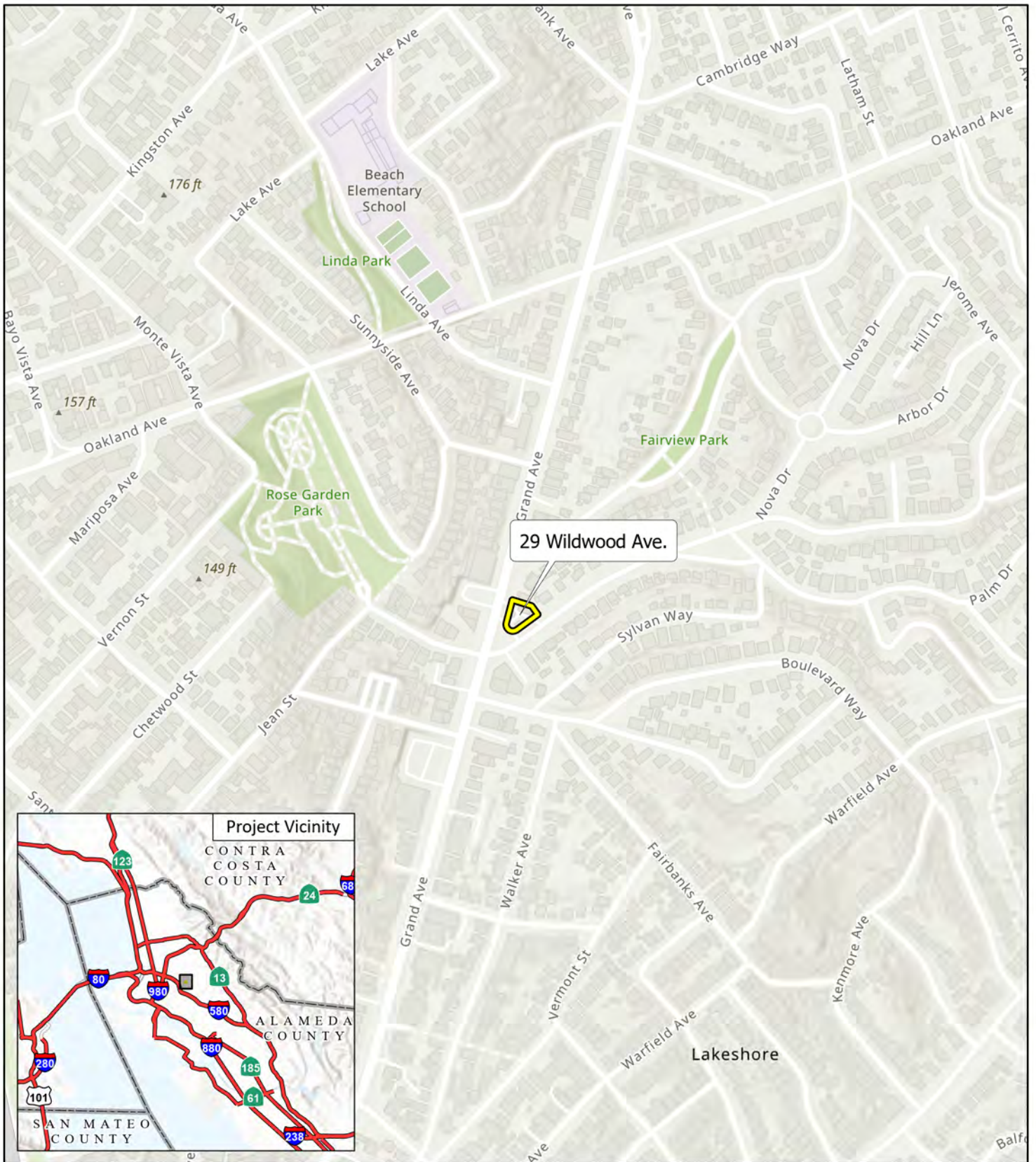
1987 *A Living Legacy: Historic Architecture of the East Bay*. Lexikos Press, San Francisco, California.

**ATTACHMENT A: MAPS**

Figure 1: Location and Vicinity

Figure 2: Study Area

Figure 3: Aerial Image



29 Wildwood Ave.


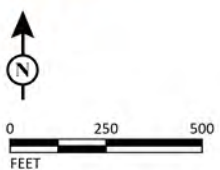
 Study Area

FIGURE 1

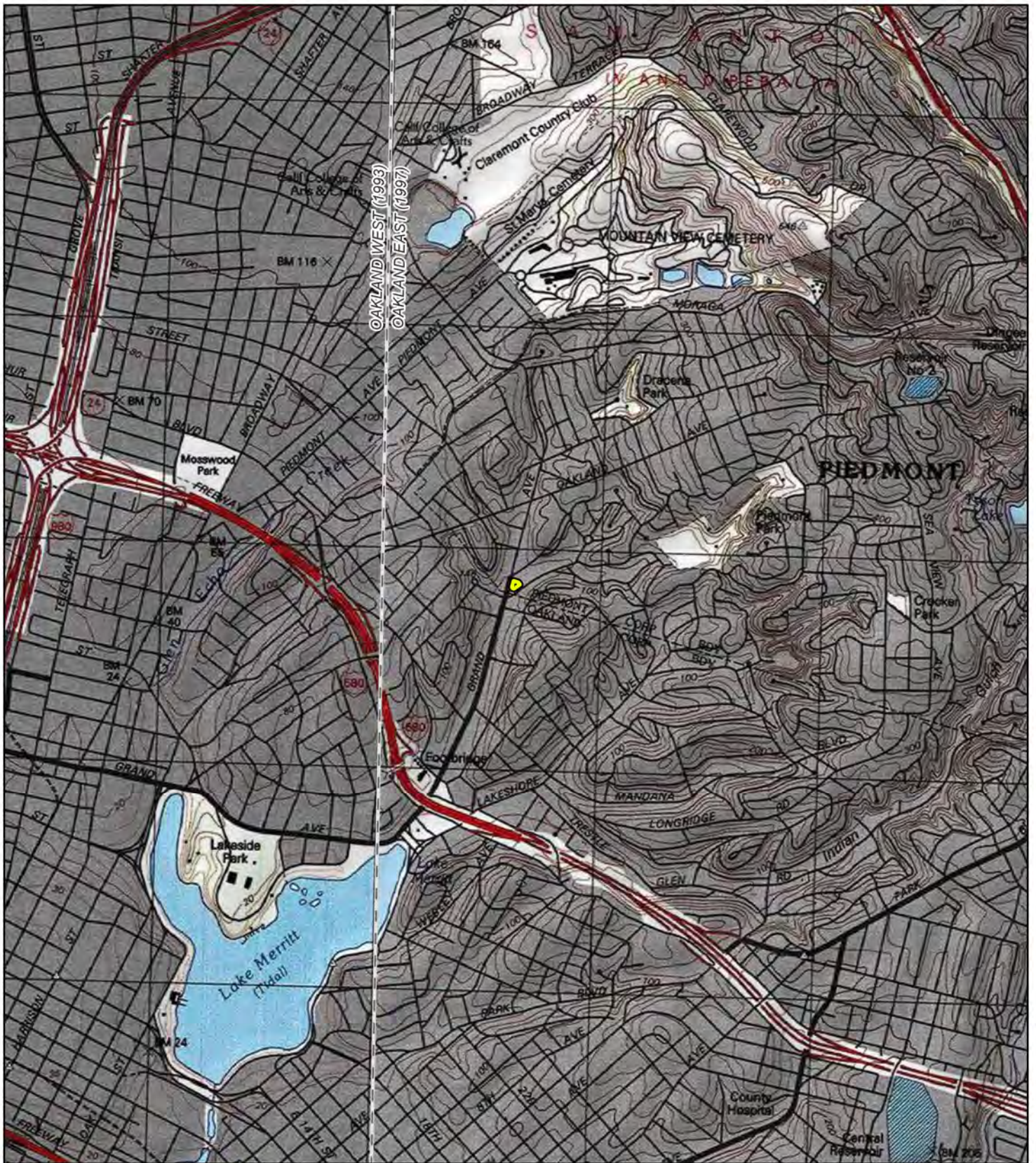
LSA



29 Wildwood Avenue Electric Vehicle Charging Station  
Project Location and Vicinity

SOURCE: Esri World Topographic Map

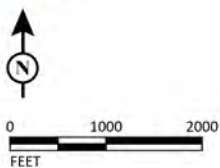
I:\20241601\GIS\Pro\29 Wildwood Avenue Electric Vehicle Charging Station\29 Wildwood Avenue Electric Vehicle Charging Station.aprx (6/21/2024)



LSA

- Study Area
- USGS Quad Boundary

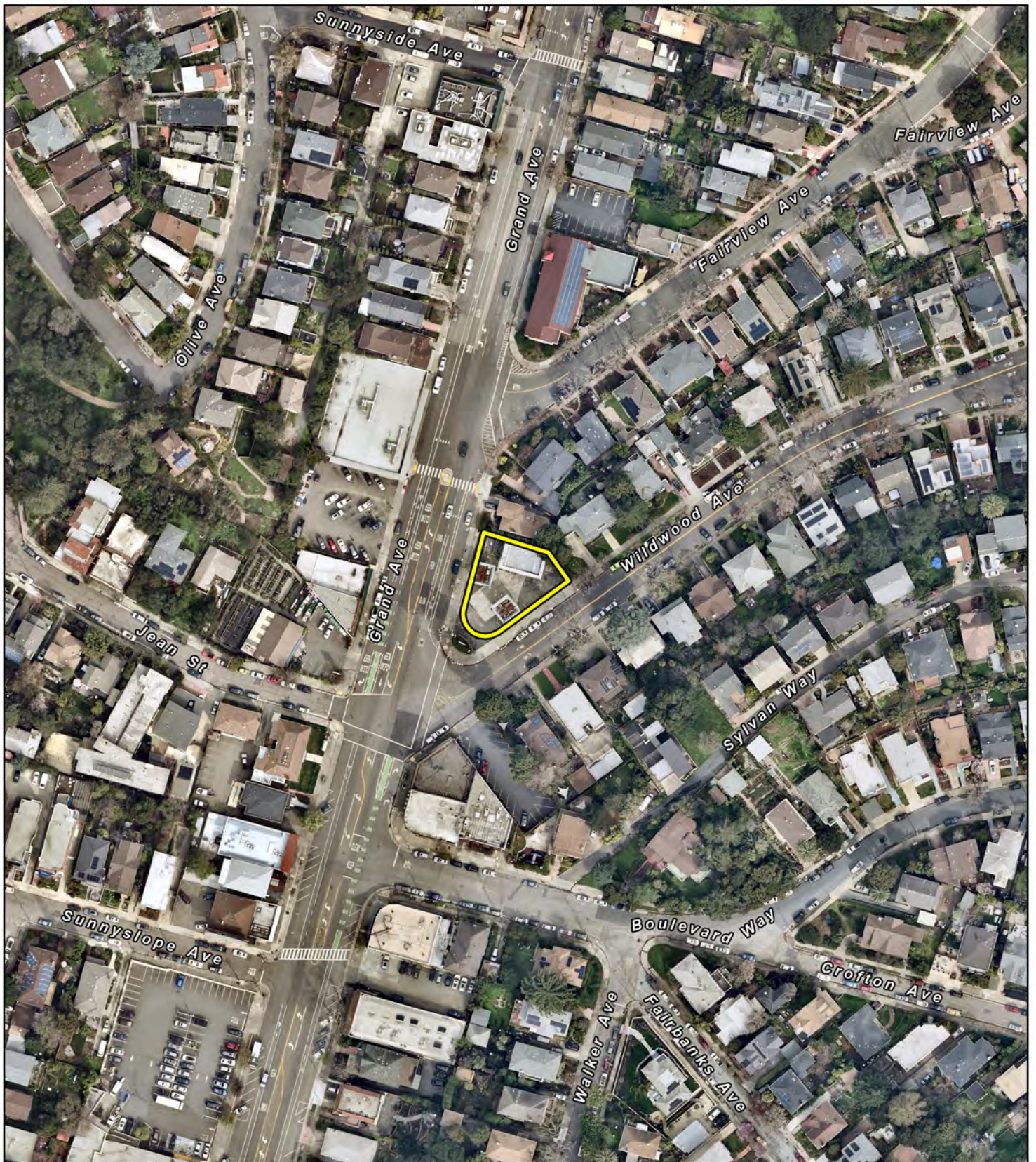
FIGURE 2



29 Wildwood Avenue Electric Vehicle Charging Station  
Study Area

SOURCE: USGS 7.5' Quad - Oakland West (1993) and Oakland West (1997), CA

I:\20241601\GIS\Pro\29 Wildwood Avenue Electric Vehicle Charging Station\29 Wildwood Avenue Electric Vehicle Charging Station.aprx (6/21/2024)



LSA


 Study Area

FIGURE 3



0 75 150  
FEET

29 Wildwood Avenue Electric Vehicle Charging Station  
Aerial Image

SOURCE: Nearmap Aerial Imagery (February 23, 2024)

I:\20241601\GIS\Pro\29 Wildwood Avenue Electric Vehicle Charging Station\29 Wildwood Avenue Electric Vehicle Charging Station.aprx (6/21/2024)



**ATTACHMENT B: HOUSING RECORD SEARCH RESULTS**

# CITY OF PIEDMONT PROPERTY RECORDS SEARCH

ADDRESS FOR SEARCH: 29 Wildwood Avenue Zip: 94610

## MATERIALS REQUESTED (\$57 FEE)

COPY OF ALL BUILDING PERMITS

COPY OF 1926 TAX ASSESSMENT RECORD (IF AVAILABLE)

YOUR NAME: Gregory Munsell  
(please print)

COMPANY: ERAS Environmental, Inc.

ADDRESS: 1533 B Street Hayward CA 94541  
STREET ADDRESS CITY/STATE ZIP

PHONE NUMBER: 510 247-9885 Ext 311

SIGNATURE:  DATE: 7/19/16

I am the owner.

I am the authorized agent for the owner.

### OFFICE USE ONLY

Permit No. HRS16-00096

NOTES: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

BUILDING REVIEW / DATE: CGM 8/12/2016 PHONED FOR PICKUP / DATE: \_\_\_\_\_

PICKED UP BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
(please print)

**RECEIVED**

JUL 19 2016

**PUBLIC WORKS  
CITY OF PIEDMONT**

## HOUSING RECORD SEARCH ANALYSIS

**Address: 29 WILDWOOD AVENUE**

**Date: AUGUST 8, 2016**

Permit #	Date Issued	Description	Value	Finalized?	SDR/PC #	Comments	Must Final?
3424	10/9/1928	1 STORY 5 ROOM SERVICE STATION	\$ 3,000	6/18/1929			
4726	12/19/1936	WRECKING BUILDING		YES			
4727	12/19/1936	SERVICE STATION	\$ 7,000	5/24/1937			
9389	1/7/1958	ALTER AND REMODEL STATION	\$ 23,500	YES			
4425	4/12/1968	RE-ROOF	\$ 495	YES			
5667	6/24/1970	UNDERGROUND TANK	\$ 3,000	YES			
7455	10/4/1972	BEAM COVERS	\$ 5,000	NO			
6741	9/24/1971	EXTERIOR REMODEL	\$ 5,000	2/8/1972			
14273	1/13/1982	FIRE DAMAGE REPAIRS	\$ 17,000	NO		NO INSPECTIONS	NO
16428	8/16/1984	FUEL STORAGE TANK INSTALLATION	\$ 24,000	NO		ALAMEDA COUNTY JURISDICTION	NO
16511	8/29/1984	INSTALL SUMP PUMPS & 2 GAS DISPENSERS	\$ 2,000	NO		4 INSPECTIONS	NO

Permit #	Date Issued	Description	Value	Finaled?	SDR/PC #	Comments	Must Final?
18765	3/5/1987	ELECTRICAL METER REPAIRS	\$ 200	3/2/1987			
19110	6/30/1987	OIL TANK INSTALLATION	\$ 3,000	NO		ALAMEDA COUNTY JURISDICTION	NO
19670	12/3/1987	WATER PIPE REPAIRS	\$ 1,000	12/10/1987			
34010	7/28/1997	LIGHTING, FENCE, BATH REMODEL	\$ 17,000	9/11/1997	78 - 96		
B04-00228	4/20/2004	FASCIA ADDITION ON CANOPY	\$ 5,000	5/24/2004	04-0012		
B05-00160	3/30/2005	DISPENSER REPLACEMENT. ADD EQUIPMENT ON TANKS	\$ 60,000	5/18/2005	05-0029		
CAP05-00079	7/27/2005	UPGRADE, DISPENSER REPLACEMENT, PIPING INSTALLATION	\$ 20,000	5/18/2005	05-0029		
B07-00978	12/17/2007	FENCE REPLACEMENT	\$ 3,000	1/7/2009			

Permit #	Date Issued	Description	Value	Finaled?	SDR/PC #	Comments	Must Final?
B08-00326	1/9/2009	INSTALLATION ENHANCED VAPOR RECOVERY	\$ 15,000	1/29/2009			
EX09-00003	3/23/2016	MONITORING WELL BOX REPLACEMENT	\$ -	4/29/2009			
EX10-00011	8/2/2010	MONITORING WELL DESTRUCTION	\$ -	NO			NO
B11-00636	8/26/2011	SEWER LATERAL REPLACEMENT	\$ -	8/26/2011			

NOTE: Permits designated with C (concrete), E (electrical), P (plumbing), Pa (painting) or S (sewer) are not available and not required to be final

**Additional**

**Comments:** EBMUD PRIVATE SEWER LATERAL VERIFICATION TEST REQUIRED

WILDWOOD AVENUE

16-4104-

20-6006-9038-

22-5126-1863-Pa-10.962-2909-P-

4194-E-11.060-

29-4425-5167-1857-E-6741-

2057-E-~~7455-900 ST~~ 3212-E-

31-5226 0781-Pa-8798-

1927-Pa-

32-10.881

35

36-5565-

39-6388(Pa)10.297-

40-5791-9151-9910-

41-

44-9662-

45-1095-S-9701-10.068-

10.370-

48-4715-11202

49-5708-

Wildwood  
Permit No

House#	Permit No
	580°
	1029°
Crocker	1233°
	1237°
Sheridan	1249°
	938 <sup>G</sup>
Sheridan	1010A
	1118A
Crocker	382A
	520 <sup>G</sup>
	575A
	857A
	52
	66
Con Winner	86
	119
	149
	209
* 31	<del>1111</del> 1959-
* 35	<del>1111</del> 1516-1876-
32	<del>1111</del> 1058-
High	2146
	1232°
16	9892
729	9384
20	4542 5194 8022
29	3424 4726 4727
31 *	775° 6287 6287 6882 6884
32	371A 357 <sup>G</sup> 4729 1217-01
* 35	2878 2879 6407 6936

WILDWOOD AVENUE

29. 14223  
16428 - underground fuel storage  
16511 - install pumps  
18765 - Emergency Repair Elect Meter  
19110 - Waste oil tanks  
19670 - Repair Water Pipe

31. 14759  
26863 Foundation  
26963 s/w  
27124 Replace fireplace  
27200 s/w  
27299 Rebuild garage

32. 11684  
14606  
15333 - deck  
19078 - Bath Remodel  
19835 - Sidewalk











PERMIT No 4726

DATE 12-19-36 19

COST, \$ ✓ FEE ✓

FOR Wrecking Bldg

OWNER Shell Oil Co

ADDRESS 315 Derby

CONTRACTOR ?

ADDRESS

ARCHITECT ✓

ADDRESS

LOT NO. 93 TRACT. Navadimit

HOUSE NO. 29 W. Greenwood AVE.

SEWER

PERMIT NO.

PLUMBING

PERMIT NO.

ELECTRIC

PERMIT NO.

1 INSPECTED FOUNDATION 19

2 " PLUMBING 19

3 " ELECTRIC 19

4 " FRAME & FLUES 19

5 PASSED FOR LATHING 19

6 COMPLETED AND ACCEPTED 19

PERMIT NO 4727

DATE Dec. 19 1936

COST, \$ 7000<sup>00</sup> FEE 35.00<sup>00</sup>

FOR Service Station

OWNER Shell Oil Co.

ADDRESS 315 Derby Ave  
? Oak.

CONTRACTOR

ADDRESS

ARCHITECT L. P. White

ADDRESS 315 Derby Ave

LOT NO. 93 TRACT. Wood Point

HOUSE NO. 29 Woodward AVE.

SEWER

PERMIT NO.

PLUMBING Madden

PERMIT NO. 1397

ELECTRIC Calif. Elec.

PERMIT NO. HHOH

1 INSPECTED FOUNDATION 2/3 19

2 " PLUMBING 2/15 - 3/2 - 5/24 19

3 " ELECTRIC 3/2 - 5/24 19

4 " FRAME & FLUES 3/2 19

5 PASSED FOR LATHING 19

6 COMPLETED AND ACCEPTED 5/24/37 19

PERMIT

Nº 9389

DATE Jan. 7th 1958

COST, 23500<sup>00</sup> FEE 50<sup>00</sup>

FOR Alt + Remodel Station

OWNER Shell Oil Co.

ADDRESS 315 Derby Ave Cal.

CONTRACTOR Stolle Inc

ADDRESS 8451 San Leandro

STATE LICENSE NO. 8451

ARCHITECT \_\_\_\_\_

DESIGNER Shell Oil Co.

ADDRESS 100 Bush St S.F.

LOT NO. \_\_\_\_\_ TRACT \_\_\_\_\_

HOUSE NO. 29 Wildwood AVE.

SEWER MONTEREY MECH. CO.

PERMIT NO. 1942-B

PLUMBING MONTEREY MACH. CO

PERMIT NO. 3465

ELECTRIC ACCURATE

PERMIT NO. 7853

1 INSPECTED FOUNDATION 1/15-1/23 1958

2 " PLUMBING 1/15-1/23 1958

3 " ELECTRIC \_\_\_\_\_ 19\_\_\_\_\_

4 " FRAME & FLUES \_\_\_\_\_ 19\_\_\_\_\_

5 " SEWER \_\_\_\_\_ 19\_\_\_\_\_

6 COMPLETED AND ACCEPTED \_\_\_\_\_ 19\_\_\_\_\_

PERMIT

Nº 4425

DATE APR 12 1968 19

COST \$ 495.00 FEE \$ 5.00

FOR *Roof.*

OWNER *Shell Oil Station*

ADDRESS *235 W. McArthur Blvd.*

CONTRACTOR *Star Roof Co.*

ADDRESS *740 Keirle Ct.*

CITY LICENSE NO. *193396*

CITY LICENSE NO. *2964*

ARCHITECT

DESIGNER

ADDRESS

LOT NO. TRACT

HOUSE NO. *29 Wildwood* AVE.

OWNER

PERMIT NO.

PLUMBING

PERMIT NO.

ELECTRIC

PERMIT NO.

INSPECTED FOUNDATION 19

" PLUMBING 19

" ELECTRIC 19

" FRAME & FLUES 19

" SEWER 19

No 5667

PERMIT DATE 6-24-1970

COST \$3,000.00 FEES \$18.00

FOR 8000 gal underground Tank.

OWNER Shell Oil Co.

ADDRESS Oakland

CONTRACTOR Rhoads Petroleum

ADDRESS 677 Kings Row

STATE LICENSE NO 247957

CITY LICENSE NO.

ARCHITECT

DESIGNER

ADDRESS

LOT NO. TRACT

HOUSE NO. 29 Wildwood AVE.

SEWER

PERMIT NO.

PLUMBING

PERMIT NO.

ELECTRIC. Master Meter. 6/30/70

PERMIT NO.

1 INSPECTED FOUNDATION 19

2 7-2-76 Rough Tank Ok. PLUMBING 19

3 " ELECTRIC 19

4 " FRAME & FLUES 19

5 " SEWER 19

6 COMPLETED AND ACCEPTED 19

FINANCED BY

Storage Tank.



PERMIT NO. 7455

DATE 10-4 1972

COST \$ 5000.00 FEES 39.35 Covers

FOR 2-2 1/2" Island

OWNER Shue Air Co. 6041 Blvd

ADDRESS 235 W MacArthur

CONTRACTOR Madison Ind.

ADDRESS 1900 - E. 6th St. h.a. 8-1-6-47

STATE LICENSE NO. 119949

CITY LICENSE NO. 2048

ARCHITECT

DESIGNER

ADDRESS

LOT NO. TRACT

HOUSE NO. 29 Wildwood AVE.

SEWER

PERMIT NO.

PLUMBING

PERMIT NO.

ELECTRIC Mabry Eder 12/26/72

PERMIT NO. 3212

1 INSPECTED FOUNDATION 10-25-72 19

2 PLUMBING 19

3 ELECTRIC 12-29 1972

4 FRAME & FLUES 11-7-1972

5 SEWER 19

6 COMPLETED AND ACCEPTED 19

FINANCED BY

PERMIT N<sup>o</sup> 6741

DATE 9-24 19 71

COST \$ 3,000<sup>00</sup> FEES \$ 39<sup>00</sup>

FOR Extra Sewer & Dr. Station

OWNER Shell Oil Co. (654-8200)  
81 Blvd

ADDRESS 235 W. MacArthur Ave

CONTRACTOR Aladdin Heating and Air

ADDRESS 1711 Aladdin St S.E.

STATE LICENSE NO. B-1-614

CITY LICENSE NO. 0826

ARCHITECT \_\_\_\_\_

DESIGNER \_\_\_\_\_

ADDRESS \_\_\_\_\_

LOT NO. \_\_\_\_\_ TRACT \_\_\_\_\_

HOUSE NO. 29 Wild Wing Ave

SEWER Carney Grand

PERMIT NO. \_\_\_\_\_

PLUMBING \_\_\_\_\_

PERMIT NO. \_\_\_\_\_

ELECTRIC Fred Eder 10/18/71

PERMIT NO. 2057-

- 1 INSPECTED FOUNDATION \_\_\_\_\_ 19 \_\_\_\_\_
  - 2 " PLUMBING \_\_\_\_\_ 19 \_\_\_\_\_
  - 3 " ELECTRIC 11-5 19 71
  - 4 " FRAME & FLUES 2-8 19 72
  - 5 " SEWER \_\_\_\_\_ 19 \_\_\_\_\_
  - 6 COMPLETED AND ACCEPTED 2-8 19 72
- FINANCED BY \_\_\_\_\_

**PERMIT FEES:**

PERMIT	161.00
PLAN CHECK	
S.M.I.P.	1.48
SEWER	
PENALTY	
<i>Per. Lic.</i>	34.00
TOTAL	196.48

**BUILDING PERMIT APPLICATION**

**CITY OF PIEDMONT CALIFORNIA**

THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

120 VISTA AVE / PIEDMONT, CA 94611  
(415) 273-2020

APPLICATION RECEIVED DATE: 1-12-82 SIGNED: SA

APPROVAL DATE: 1-13-82 SIGNED: VJL

ISSUED DATE: 1-13-82 SIGNED: SCL



Value Elec: 3,000

Value Plumb: \_\_\_\_\_

Value Mech: \_\_\_\_\_

Value Insul: \_\_\_\_\_

Value Other: \_\_\_\_\_

**RECEIVED**

JAN 12 1982

PUBLIC WORKS DEPT.  
CITY OF PIEDMONT

14273

ENTIRE VALUE INCL LABOR & MATERIAL: \$17,000

DO NOT WRITE ABOVE THIS LINE

FLOOR AREA SQ. FEET: NEW \_\_\_\_\_ EXISTING: 1500

BUILDING ADDRESS: 29 Hillwood Ave Piedmont

TRACT: \_\_\_\_\_ BLOCK PAGE \_\_\_\_\_ LOT PARCEL \_\_\_\_\_

OWNER: SCLC Co. 800-7041

ADDRESS: 3400 Canyon, Calif

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

ARCHITECT: \_\_\_\_\_ LICENSE # \_\_\_\_\_ PHONE \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.

CONTRACTOR: Armet/Notman Assoc. 1561 3rd Ave. Walnut Creek, CA 94598

**THIS PERMIT SHALL COVER:**

BUILDING

ELECTRICAL  MECHANICAL  PLUMBING  SIGN

INSULATION  GRADING  SWIMMING POOLS

SEWER  SIDEWALK - CURB OR GUTTER

OTHER: FIRE DAMAGE REPAIR

SINGLE FAMILY	NEW	GRADING FILL
APARTMENT	ADDITION	EXCAVATION
CONDOMINIUM	ALTERATION	P.C. REVIEW
COMMERCIAL	REPAIR	OCCUPANCY GROUP
INDUSTRIAL	MOVE	DIVISION
PUBLIC BUILDING	DEMOLISH	USE ZONE
INSTITUTION	OTHER	FIRE ZONE
NO. OF BEDROOMS	NO. OF STORIES	SPRINKLERS REQUIRED
		YES NO

**DESCRIPTION OF WORK**

REPAIR FIRE DAMAGE RESTORE ORIGINAL BUILDING

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 (commencing with Sec. 7000) of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500):

I, as owner of the property, or my employee with wages in this state, or my agent, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

I am exempt under Sec. \_\_\_\_\_, B.P.C. for the reason \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**ELECTRICAL PERMIT**

ELECTRICAL CONTRACTOR: Armet/Notman Assoc. PHONE: 937-8561

MAILING ADDRESS: 1561 3rd Ave. CITY: Walnut Creek, CA 94598

STATE LIC. NO.: 251896 CITY BUS. TAX NO.: \_\_\_\_\_ WORKERS COMP. INS. NO.: \_\_\_\_\_

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.)

Policy No: 962911 Company Name: REPUBLIC INS.

Certified copy is hereby furnished

Certified copy is held with the city building inspection department

Signature: \_\_\_\_\_ Date: 1/13/82

(This section need not be completed if the permit is for one hundred dollars (\$100) or less.)

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Law of California.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**PLUMBING PERMIT**

PLUMBING CONTRACTOR: \_\_\_\_\_ PHONE: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

STATE LIC. NO.: \_\_\_\_\_ CITY BUS. TAX NO.: \_\_\_\_\_ WORKERS COMP. INS. NO.: \_\_\_\_\_

**NOTICE TO APPLICANT:** If, after making the Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

**MECHANICAL PERMIT**

MECHANICAL CONTRACTOR: \_\_\_\_\_ PHONE: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

STATE LIC. NO.: \_\_\_\_\_ CITY BUS. TAX NO.: \_\_\_\_\_ WORKERS COMP. INS. NO.: \_\_\_\_\_

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3067, Civ. C.)

Agency Name: \_\_\_\_\_ Address: \_\_\_\_\_

I certify that I have read this application and state that the information given is true and correct. I agree to comply with all local ordinances and state laws relating to building construction and I make this statement under penalty of law. I hereby authorize representatives of this city/county to enter upon the above-mentioned property for inspection purposes. NOTICE: THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN \_\_\_\_\_ DAYS OR IF WORK IS ABANDONED FOR MORE THAN \_\_\_\_\_ DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.

Contractor  Owner

Signature of Contractor/Owner or Agent: \_\_\_\_\_ Date: 1/13/82

Agent for Contractor  Owner

Address of Agent: WALNUT CREEK, CALIF. CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ TELEPHONE: \_\_\_\_\_

**INSULATION PERMIT**

INSULATION CONTRACTOR: \_\_\_\_\_ PHONE: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_

STATE LIC. NO.: \_\_\_\_\_ CITY BUS. TAX NO.: \_\_\_\_\_ WORKERS COMP. INS. NO.: \_\_\_\_\_

29 Hillwood Ave

14273

PERMIT NUMBER

DO NOT WRITE ABOVE THIS LINE

INSTALL A TION OF FIRE DETECTION SYSTEM MANDATORY ON BUILDING PERMITS IN EXCESS OF \$1,000.00.

OWNER'S NAME: Armet/Notman Assoc. Site 1 of 1

CONTRACTOR'S NAME: Armet/Notman Assoc.

CONTRACTOR'S LICENSE #

CONTRACTOR'S ADDRESS: 1561 3rd Ave. Walnut Creek, CA 94598

CONTRACTOR'S PHONE: 937-8561

CONTRACTOR'S CITY: Walnut Creek, CA

CONTRACTOR'S STATE: CA

CONTRACTOR'S ZIP: 94598

CONTRACTOR'S DATE: 1/13/82

CONTRACTOR'S SIGNATURE: \_\_\_\_\_

CONTRACTOR'S TITLE: \_\_\_\_\_

CONTRACTOR'S COMPANY: Armet/Notman Assoc.

CONTRACTOR'S BUSINESS TYPE: \_\_\_\_\_

CONTRACTOR'S EMPLOYMENT: \_\_\_\_\_

CONTRACTOR'S REVENUE: \_\_\_\_\_

CONTRACTOR'S ASSETS: \_\_\_\_\_

CONTRACTOR'S LIABILITIES: \_\_\_\_\_

CONTRACTOR'S CREDIT RATING: \_\_\_\_\_

CONTRACTOR'S EXPERIENCE: \_\_\_\_\_

CONTRACTOR'S REFERENCES: \_\_\_\_\_

CONTRACTOR'S LICENSE EXPIRES: \_\_\_\_\_

CONTRACTOR'S LICENSE ISSUED: \_\_\_\_\_

CONTRACTOR'S LICENSE TYPE: \_\_\_\_\_

CONTRACTOR'S LICENSE CLASSIFICATION: \_\_\_\_\_

CONTRACTOR'S LICENSE CATEGORY: \_\_\_\_\_

CONTRACTOR'S LICENSE SUBCATEGORY: \_\_\_\_\_

CONTRACTOR'S LICENSE SPECIALIZATION: \_\_\_\_\_

CONTRACTOR'S LICENSE ENDORSEMENT: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DATE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL FEE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL STATUS: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL NOTICE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CONTACT: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL ADDRESS: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL PHONE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CITY: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL STATE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL ZIP: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL COUNTRY: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CONTINENT: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL OCEAN: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL TIMEZONE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CURRENCY: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL LANGUAGE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL SCRIPT: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DIRECTION: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DISTRICT: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL REGION: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL COUNTRY\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CONTINENT\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL OCEAN\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL TIMEZONE\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CURRENCY\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL LANGUAGE\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL SCRIPT\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DIRECTION\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DISTRICT\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL REGION\_CODE: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL COUNTRY\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL COUNTRY\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CONTINENT\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CONTINENT\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL OCEAN\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL OCEAN\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL TIMEZONE\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL TIMEZONE\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CURRENCY\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL CURRENCY\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL LANGUAGE\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL LANGUAGE\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL SCRIPT\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL SCRIPT\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DIRECTION\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DIRECTION\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DISTRICT\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL DISTRICT\_CODE\_ALPHA3: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL REGION\_CODE\_ALPHA2: \_\_\_\_\_

CONTRACTOR'S LICENSE RENEWAL REGION\_CODE\_ALPHA3: \_\_\_\_\_

APPROVAL	DATE	INSPECTORS SIG.	COMMENTS	CORRECTION NOTICE	
FOUNDATION					UTILITY RELEASE
SETBACK YDS					FINAL INSPECTION
TRENCHES FORM					SERVICE OK
FOOTING STEEL					GAS TEST
FIREPLACE					TEMPORARY POLE
UNDERGROUND					HEATING
ELECTRICAL					PLUMBING
PLUMBING					ELECTRICAL
FINAL					FINAL
UNDER FLOOR					ROOF COVERING
ELECTRICAL					LATH EXTERIOR
PLUMBING					LATH INTERIOR
HEATING					DRY WALL
FRAMING					FINISH
INSULATION					STRUCT STEEL
WALL STEEL					CEILING
BOND BEAM STEEL					WALL
BOLTS ANCHORS					REPLACEMENT
STRUCT STEEL					REPLACEMENT
ROUGH					FRAMING
ELECTRICAL					HEATING
PLUMBING					PLUMBING
HEATING					ELECTRICAL
FRAMING					ROUGH
FIREPLACE					STRUCT STEEL
INSULATION					BOLTS ANCHORS
WALL					BOND BEAM STEEL
CEILING					WALL STEEL
STRUCT STEEL					WALL STEEL
FINISH					INSULATION
DRY WALL					FRAMING
LATH INTERIOR					HEATING
LATH EXTERIOR					PLUMBING
ROOF COVERING					ELECTRICAL
UNDER FLOOR					UNDER FLOOR
FINAL					PLUMBING
ELECTRICAL					ELECTRICAL
PLUMBING					UNDERGROUND
HEATING					FIREPLACE
TEMPORARY POLE					FOOTING STEEL
GAS TEST					TRENCHES FORM
SERVICE OK					SETBACK YDS
FINAL INSPECTION					FOUNDATION
UTILITY RELEASE					APPROVAL
			CORRECTION NOTICE	COMMENTS	INSPECTORS SIG.
					DATE

PERMIT	178-
PLAN CHECK	115 70
S.M.I.P.	168
SEWER	
PENALTY	
TOTAL	29538

**APPLICATION**

THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

CALIFORNIA



120 VISTA AVE / PIEDMONT, CA 94811  
(415) 273-2020

**BOND DEPOSITE:**

SEWER	
STREET	
SIDEWALK	

APPLICATION RECEIVED	
DATE 7-24-84 SIGNED	JR
APPROVAL	
DATE 8-2-84 SIGNED	VITH
ISSUED	
DATE 8/16/84 SIGNED	JR

PERMIT NUMBER 16428

ENTIRE VALUE OF LABOR MATERIAL	\$24,000
FLOOR AREA SQ. FEET	NEW - EXISTING
BUILDING ADDRESS	29 Wildwood Ave + Grand Ave

**CONTRACTOR**

NAME: SHELL OIL COMPANY  
 ADDRESS: 29 Wildwood Ave + Grand Ave  
 CITY: Milvale, CA STATE: CA ZIP: 94549

NAME: Robert Lee & Assoc.  
 ADDRESS: 283-1660  
 CITY: Milvale, CA STATE: CA ZIP: 94541

CONTRACTOR NAME: R.W. Johnston & Son  
 ADDRESS: 283-1660  
 CITY: Milvale, CA STATE: CA ZIP: 94541

I hereby affirm that I am exempt from the Contractor's Licensing Law for the following reason (Sec. 7031.1, Business and Professions Code): Any day of business which requires a permit, contract, plan, approval, deposit, or repair any structure, plan to be issued, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 5, commencing with Sec. 7000 of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).

I hereby affirm that I am exempt from the Contractor's Licensing Law for the following reason (Sec. 7031.1, Business and Professions Code): Any day of business which requires a permit, contract, plan, approval, deposit, or repair any structure, plan to be issued, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 5, commencing with Sec. 7000 of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C).

Certified copy is hereby furnished.  
 Signature: R.H. [unclear] Date: [unclear]

**NOTICE TO APPLICANT** If, after making the Certificate of Exemption, you should become subject to the Workers' Compensation Laws of California, this permit shall be deemed revoked.

I hereby affirm that there is a construction bonding agency for the performance of the work for which this permit is issued (Sec. 3087, Civ. C.)  
 None

I AGREE THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I WAIVE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. NOTICE: THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN [unclear] DAYS OR IF WORK IS ABANDONED FOR MORE THAN [unclear] DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUIREMENTS ARE REQUIRED 24 HOURS.

Signature of Contractor Owner or Agent: [unclear] Date: 8/16/84

Signature of Contractor: [unclear] Date: 8/16/84

**THIS PERMIT SHALL COVER:**

ELECTRICAL  MECHANICAL  PLUMBING  SIGN

INSULATION  GRADING  SWIMMING POOLS

SEWER  SIDEWALK - CURB OR GUTTER

OTHER

SINGLE FAMILY	NEW	GRADING/FILL	
APARTMENT	ADDITION	EXCAVATION	X
CONDOMINIUM	ALTERATION	P.C. REVIEW	
COMMERCIAL	REPAIR	OCCUPANCY GROUP	
INDUSTRIAL	RENOV.	DIVISION	
PUBLIC BUILDING	DEMOLITION	USE ZONE	
INSTITUTION	OTHER	FIRE ZONE	
NO. OF BEDROOMS	NO. OF STORIES	SPRINKLER REQUIRED	YES NO

**DESCRIPTION OF WORK**

New Underground Fuel Storage Tank installation

Architect - William Fargensi  
 (Robert Lee & Assoc.)  
 Shell Contact Person - Ray Newsome  
 (283-4200)

RECEIVED  
 SW-OL  
 7-25-84 1:35 PM  
 PUBLIC WORKS DEPT.

**ELECTRICAL PERMIT**

ELECTRICAL CONTRACTOR: [unclear] PHONE: [unclear]

MAILING ADDRESS: [unclear] CITY: [unclear]

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

**PLUMBING PERMIT**

PLUMBING CONTRACTOR: [unclear] PHONE: [unclear]

MAILING ADDRESS: [unclear] CITY: [unclear]

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

**MECHANICAL PERMIT**

MECHANICAL CONTRACTOR: [unclear] PHONE: [unclear]

MAILING ADDRESS: [unclear] CITY: [unclear]

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

**INSULATION PERMIT**

INSULATION CONTRACTOR: [unclear] PHONE: [unclear]

MAILING ADDRESS: [unclear] CITY: [unclear]

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

PERMIT NUMBER 16428  
 INSTALLATION OF FIRE DETECTION SYSTEM MANDATORY ON BUILDING PERMITS IN EXCESS OF \$1,000.00  
 DO NOT WRITE ABOVE THIS LINE  
 BUILDING ADDRESS:



PERMIT	45-
PLAN CHECK	
S.M.I.P.	50
SEWER	
PENALTY	
Bus. Lic.	10-
TOTAL	55 50

APPLICATION  
THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

CITY OF PIEDMONT CALIFORNIA



120 VISTA AVE / PIEDMONT, CA 94811  
(415) 273-2020

BOND DEPOSITS:	
SEWER	
STREET	
SIDEWALK	

APPLICATION RECEIVED  
DATE 8/22/84 SIGNED [Signature]  
APPROVED  
DATE 8/29/84 SIGNED [Signature]  
ISSUED  
DATE 8/29/84 SIGNED [Signature]

DO NOT WRITE IN THIS SPACE

PERMIT NUMBER 16511

ENTIRE VALUE INCL. LABOR & MATERIAL \$2,000.00  
FLOOR AREA SQ. FEET NEW EXISTING

DO NOT WRITE ABOVE THIS LINE.

THIS PERMIT SHALL COVER:  BUILDING  
 ELECTRICAL  MECHANICAL  PLUMBING  SIGN  
 INSULATION  GRADING  SWIMMING POOLS  
 SEWER  SIDEWALK - CURB OR GUTTER  
 OTHER

BUILDING ADDRESS 29 Wildwood

TRACT BLOCK PARCEL

OWNER NAME Shell Oil  
ADDRESS 29 Wildwood PHONE  
CITY Piedmont STATE ZIP

CONTRACTOR NAME North Western Elect.  
ADDRESS 316 apricot ave  
CITY Campbell STATE ZIP PHONE 377-7637

SINGLE FAMILY	NEW	GRADING FILL EXCAVATION
APARTMENT	ADDITION	OCCUPANCY GROUP
GONDOMINIUM	ALTERATION	DIVISION
COMMERCIAL	REPAIR	USE ZONE
INDUSTRIAL	MOVE	FIRE ZONE
PUBLIC BUILDING	DEMOLISH	SPRINKLER REQUIRED
INSTITUTION	OTHER	YES NO
NO. OF BEDROOMS	NO. OF STORIES	NO. OF FAMILIES

INSTALLATION OF FIRE DETECTION SYSTEM MANDATORY ON BUILDING PERMITS IN EXCESS OF \$1,000.00

CONTRACTOR'S NAME

OWNER'S NAME

PERMIT NUMBER 16511

BUILDING ADDRESS

DO NOT WRITE ABOVE THIS LINE

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.  
LICENSE # 528235 CATEGORY BUSINESS  
CONTRACTOR North Western Elect.  
ADDRESS 316 apricot ave  
CITY Campbell STATE ZIP PHONE 377-7637

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.4, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 (commencing with Sec. 7000) of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the above exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).  
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code). The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.  
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code). The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.  
 I am exempt under Sec. \_\_\_\_\_, B & P C. for this reason.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3900, Lab. C.).  
Fairmont Ins.  
Certified copy is hereby furnished.  
Certified copy is filed with the city building inspection department.  
Signature [Signature] Date

(This section need not be completed if the permit is for one hundred dollars (\$100) or less.)  
I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.  
Signature [Signature] Date

NOTICE TO APPLICANT: If, after making the Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions of this permit as shall be deemed required.  
I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3987, Co. C.).  
LENDER'S NAME [Signature]  
I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THE CITY/COUNTY TO ENTER UPON THE ABOVE-MENTIONED PROPERTY FOR INSPECTION PURPOSES. NOTICE: THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN \_\_\_\_\_ DAYS OR IF WORK IS ABANDONED FOR MORE THAN \_\_\_\_\_ DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.  
 Contractor  
 Owner  
 Agent for Contractor  
 Owner  
 Signature of Contractor/Owner or Agent [Signature] Date  
 Address of Agent Fairmont Cal 94528 793077  
 CITY STATE ZIP TELEPHONE

DESCRIPTION OF WORK  
installing 3-1/3 horse pumps also installing 2 gasoline dispensers + repairing service.

ELECTRICAL PERMIT

ELECTRICAL CONTRACTOR North Western Elect 377-7637  
BUILDING ADDRESS Campbell

STATE LIC. NO. 528235-C-10 CITY BUS. TAX NO. WORKERS COMP. INS. NO. MA 003087

SERVICE	CIRCUITS	OUTLETS	FIXTURES	SWITCHES	STOVE	RANGE	DRYER
100							
DISPOSAL	DISHWASHER	FANS	MOTORS	PER 100 SQ. FT. FLOOR AREA	APP. G.U.		
			3-1/2 horse				

PLUMBING PERMIT

PLUMBING CONTRACTOR PHONE

MAILING ADDRESS CITY

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

W.C.	LAV.	BATH	T. SHOWER	BIBK	DISH	WASH	LAUNDRY	T. SLOP SINK
CLOTHES WASHER	FLOOR SINK	URINAL	DRINKING FOUNTAIN	GAS SYSTEMS	WATER H.H.S			
WASTE INTERCEPTER	WATER PIPING TREATING EQUIP	SEWER	CESS POOL	SEPTIC TANK	VAC. BR.	APPL. D.U.		

MECHANICAL PERMIT

MECHANICAL CONTRACTOR PHONE

MAILING ADDRESS CITY

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

PERM	APP.	REPAIR	ALTERATION	DEMOLITION	CONSTRUCTION	APP. VARY	REPAIR

INSULATION PERMIT

INSULATION CONTRACTOR PHONE

MAILING ADDRESS CITY

STATE LIC. NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

APPROVAL	DATE	INSPECTORS SIG.	COMMENTS	CORRECTION NOTICE		
FOUNDATION						UTILITY RELEASE
SETBACK YDS						FINAL INSPECTION
TRENCHES FORM						SERVICE OK
FOOTING STEEL						GAS TEST
FIREPLACE						TEMPORARY POLE
UNDERGROUND						HEATING
ELECTRICAL						PLUMBING
PLUMBING						ELECTRICAL
						FINAL
UNDER FLOOR						ROOF COVERING
ELECTRICAL						LATH EXTERIOR
PLUMBING						LATH INTERIOR
HEATING						DRY WALL
FRAMING						FINISH
INSULATION						STRUCT STEEL
WALL STEEL						CEILING
BOND BEAM STEEL						WALL
						INSULATION
BOLTS ANCHORS						FIREPLACE
STRUCT STEEL						FRAMING
ROUGH						HEATING
ELECTRICAL						PLUMBING
PLUMBING						ELECTRICAL
HEATING						ROUGH
FRAMING						STRUCT STEEL
FIREPLACE						BOLTS ANCHORS
INSULATION						
WALL						BOND BEAM STEEL
CEILING						
STRUCT STEEL						WALL STEEL
FINISH						INSULATION
DRY WALL						FRAMING
LATH INTERIOR						HEATING
LATH EXTERIOR						PLUMBING
ROOF COVERING						ELECTRICAL
						UNDER FLOOR
FINAL						
ELECTRICAL						PLUMBING
PLUMBING						ELECTRICAL
HEATING						UNDERGROUND
TEMPORARY POLE						FIREPLACE
GAS TEST						FOOTING STEEL
SERVICE OK						TRENCHES FORM
FINAL INSPECTION						SETBACK YDS
UTILITY RELEASE						FOUNDATION
						APPROVAL
						DATE
						INSPECTORS SIG.
						COMMENTS
						CORRECTION NOTICE

*D.H. [Signature]*  
*9-11-84 [Signature]*

*3 TANKS PRESSURE TESTED*  
*9-6-84 VTL*  
*9-6-84 VTL*  
*UNDERGROUND ELEC CONDUIT O.K. FOR BACKFILL*



PERMIT FEES: 25.00  
 PERMIT  
 PLAN CK  
 S.M.I.P. 50  
 SEWER  
 PENALTY  
 BUS. LIC.  
 TOTAL 75.50

BUILDING PERMITS  
 APPLICATION  
 THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

CITY OF PIEDMONT CALIFORNIA  
 120 VISTA AVE / PIEDMONT, CA 94611  
 (415) 420-3050

PERMIT NUMBER: 018765  
 DO NOT WRITE ABOVE LINE  
 ALL VALUES MUST INCLUDE LABOR AND MATERIALS!  
 VALUE BLDG: \_\_\_\_\_  
 VALUE ELEC: \_\_\_\_\_  
 VALUE PLUMB: \_\_\_\_\_  
 VALUE MECH: \_\_\_\_\_  
 VALUE INSUL: \_\_\_\_\_  
 VALUE OTHER: \_\_\_\_\_  
 ENTIRE VALUE INCL. LABOR MATERIALS, OVERHEAD & PROFIT \$ 200.00

APPLICATION RECEIVED  
 DATE 3/2/87 SIGNED SMDalst  
 APPROVAL  
 DATE 3/4/87 SIGNED VJL  
 ISSUED  
 DATE 3/2/87 SIGNED

BOND DEPOSITS  
 SEWER  
 STREET  
 SIDEWALK

FLOOR AREA SQ. FEET NEW EXISTING

BUILDING ADDRESS  
 TRACT 29 WILLOWOOD AVE BLOCK PAGE LOT PARCEL  
 NAME SHELL OIL Co.  
 ADDRESS PHONE  
 CITY STATE ZIP  
 NAME LICENSE #  
 ADDRESS PHONE  
 CITY STATE ZIP  
 I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.  
 LICENSE NO. C-10-484629 CITY BUSINESS TAX 3799  
 CONTRACTOR  
 NAME MT. EDEN ELECTRIC Co.  
 ADDRESS P.O. Box 236  
 CITY MOUNT EDEN, CA 94557 PHONE 922-1103  
 SIGNATURE Gordon L. Harwood Date 3/2/87

THIS PERMIT SHALL COVER:  BUILDING  
 ELECTRICAL  MECHANICAL  PLUMBING  SIGN  
 INSULATION  GRADING  SWIMMING POOLS  
 SEWER  SIDEWALK - CURB OR GUTTER  
 OTHER

WORK DESCRIPTION	NEW	GRADING FILL EXCAVATION
SINGLE FAMILY APARTMENT	ADDITION	P.C. REVIEW
CONDOMINIUM	ALTERATION	OCCUPANCY GROUP
COMMERCIAL	REPAIR	DIVISION
INDUSTRIAL	MOVE	USE ZONE
PUBLIC BUILDING	DEMOLISH	FIRE ZONE
INSTITUTION	OTHER	SPRINKLERS REQUIRED
NO. OF BEDROOMS	NO. OF STORIES	YES NO
		NO. OF FAMILIES

DESCRIPTION OF WORK  
 EMG EMU REPAIR TO ELECTRICAL METER

OWNER'S NAME: Shell Oil Company  
 PERMIT NUMBER: 018765  
 BUILDING ADDRESS: 29 Willowood Avenue  
 I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code. Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 (commencing with Sec. 7000) of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).)  
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended to be offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)  
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)  
 I am exempt under Sec. \_\_\_\_\_ S&P.C. for this reason  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

WORK DESCRIPTION	NEW	GRADING FILL EXCAVATION
SINGLE FAMILY APARTMENT	ADDITION	P.C. REVIEW
CONDOMINIUM	ALTERATION	OCCUPANCY GROUP
COMMERCIAL	REPAIR	DIVISION
INDUSTRIAL	MOVE	USE ZONE
PUBLIC BUILDING	DEMOLISH	FIRE ZONE
INSTITUTION	OTHER	SPRINKLERS REQUIRED
NO. OF BEDROOMS	NO. OF STORIES	YES NO
		NO. OF FAMILIES

ELECTRICAL PERMIT  
 ELECTRICAL CONTRACTOR  
 NAME MT. EDEN ELEC. Co. INC. PHONE 922-1103  
 ADDRESS P.O. Box 236, MOUNT EDEN, CA  
 LICENSE NO. C-10-484629 CITY BUS. TAX 3799 WORKERS COMP. INS. NO.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.)  
 No. 875-428 Company Name Fireman's Fund  
 Certified copy is hereby furnished.  
 Certified copy is filed with the City building inspection department.  
 Signature: Gordon L. Harwood Date: 3/2/87  
 (This section need not be completed if the permit is for one hundred dollars (\$100) or less.)  
 I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

WORK DESCRIPTION	NEW	GRADING FILL EXCAVATION
SINGLE FAMILY APARTMENT	ADDITION	P.C. REVIEW
CONDOMINIUM	ALTERATION	OCCUPANCY GROUP
COMMERCIAL	REPAIR	DIVISION
INDUSTRIAL	MOVE	USE ZONE
PUBLIC BUILDING	DEMOLISH	FIRE ZONE
INSTITUTION	OTHER	SPRINKLERS REQUIRED
NO. OF BEDROOMS	NO. OF STORIES	YES NO
		NO. OF FAMILIES

PLUMBING PERMIT  
 PLUMBING CONTRACTOR  
 NAME PHONE  
 ADDRESS CITY STATE ZIP  
 LICENSE NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.  
 I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3087, Ch. C.).  
 LENDING AGENCY NAME  
 ADDRESS

MECHANICAL PERMIT  
 MECHANICAL CONTRACTOR  
 NAME PHONE  
 ADDRESS CITY STATE ZIP  
 LICENSE NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. NOTICE: THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN \_\_\_\_\_ DAYS OR IF WORK IS ABANDONED FOR MORE THAN \_\_\_\_\_ DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.  
 CONTRACTOR  
 NAME Gordon L. Harwood Date 3/2/87  
 Owner  
 Contractor  
 Agent for Contractor  
 Owner  
 Address of Agent CITY STATE ZIP TELEPHONE

INSULATION PERMIT  
 INSULATION CONTRACTOR  
 NAME PHONE  
 ADDRESS CITY STATE ZIP  
 LICENSE NO. CITY BUS. TAX NO. WORKERS COMP. INS. NO.

DO NOT WRITE ABOVE THIS LINE




PERMIT FEES:  
 PERMIT 32.00  
 PLAN CK 27.30  
 S.M.I.P. 50  
 SEWER \_\_\_\_\_  
 PENALTY \_\_\_\_\_  
 BUS. LIC. 10.00

TOTAL 89.80

BOND DEPOSITS  
 SEWER \_\_\_\_\_  
 STREET \_\_\_\_\_  
 SIDEWALK \_\_\_\_\_

**BUILDING PERMITS**  
**APPLICATION**  
 THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

**CITY OF PIEDMONT**  
**CALIFORNIA**  
  
 120 VISTA AVE / PIEDMONT, CA 94811  
 (415) 420-3050

PERMIT NUMBER: **019110**  
**DO NOT WRITE ABOVE LINE**  
 ALL VALUES MUST INCLUDE LABOR AND MATERIALS  
 VALUE BLDG \_\_\_\_\_  
 VALUE ELEC \_\_\_\_\_  
 VALUE PLUMB \_\_\_\_\_  
 VALUE MECH \_\_\_\_\_  
 VALUE INSUL \_\_\_\_\_  
 VALUE OTHER \_\_\_\_\_  
 ENTIRE VALUE INCL. LABOR, MATERIALS, OVERHEAD & PROFIT \$ 3,000

APPLICATION RECEIVED  
 DATE 6/22/87 SIGNED [Signature]  
 APPROVAL  
 DATE 6/29/87 SIGNED VJL  
 ISSUED  
 DATE 6/30/87 SIGNED [Signature]

FLOOR AREA SQ. FEET  
 NEW \_\_\_\_\_ EXISTING \_\_\_\_\_

**BUILDING ADDRESS**  
29 Wildwood Ave  
 TRACT \_\_\_\_\_ BLOCK PAGE \_\_\_\_\_ LOT PARCEL \_\_\_\_\_  
**NAME** Shell Oil Company  
**ADDRESS** \_\_\_\_\_ **PHONE** \_\_\_\_\_  
**CITY** Concord, Ca **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_  
**NAME** Ray Newsome **LICENSE #** \_\_\_\_\_  
**ADDRESS** \_\_\_\_\_ **PHONE** \_\_\_\_\_  
**CITY** \_\_\_\_\_ **STATE** \_\_\_\_\_ **ZIP** \_\_\_\_\_

I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.  
 LICENSE # A-3 CITY BUSINESS TAX # 7370  
**CONTRACTOR** Petroleum Engineering Inc  
**ADDRESS** 205 Fifth St  
**CITY** Santa Rosa, Ca **PHONE** 438-5500  
**CONTRACTOR** By Vance Miller 6-23-87

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code): Any demolition or repair any structure prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 commencing with Sec. 7000) of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).  
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)  
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code. The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor licensed pursuant to the Contractor's License Law.)  
 I am exempt under Sec. \_\_\_\_\_, B.P.C. for this reason: \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 3800, Lab. C.)  
 Certified copy is hereby furnished.  
 Certified copy is filed with the city building inspection department.  
 Signature \_\_\_\_\_  
Petroleum Eng. By Vance Miller  
 (This section need not be completed if the permit is for one hundred dollars (\$100) or less.)  
 I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

NOTICE TO APPLICANT: If, after making the Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.  
 I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3087, Civ. C.)  
 LENDING AGENCY NAME None  
 ADDRESS \_\_\_\_\_  
 I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. NOTICE! THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN \_\_\_\_\_ DAYS OR IF WORK IS ABANDONED FOR MORE THAN \_\_\_\_\_ DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.  
 Contractor [Signature] Date 6-23-87  
 Owner  
 Contractor [Signature] Date 6-23-87  
 Agent for Contractor [Signature] Date 6-23-87  
 Address of Agent Santa Rosa Ca 9561 CITY STATE ZIP TELEPHONE

**THIS PERMIT SHALL COVER:**  BUILDING  
 ELECTRICAL  MECHANICAL  PLUMBING  SIGN  
 INSULATION  GRADING  SWIMMING POOLS  
 SEWER  SIDEWALK - CURB OR GUTTER  
 OTHER \_\_\_\_\_

WORK DESCRIPTION	GRADING FILL	
	EXCAVATION	1
SINGLE FAMILY	NEW	FCC REVIEW *
APARTMENT	ADDITION	OCCUPANCY GROUP
CONDOMINIUM	ALTERATION	DIVISION
COMMERCIAL	REPAIR	SEE ZONE
INDUSTRIAL	MOVE	FIRE ZONE
PUBLIC BUILDING	DEMOLISH	SPRINKLERS REQUIRED
INSTITUTION	OTHER	YES NO
NO. OF BEDROOMS	NO. OF STORIES	NO. OF FAMILIES

**DESCRIPTION OF WORK**  
Tank Installation / Replacement  
Install new water wall  
Remove 500 gal water  
oil tank.

**ELECTRICAL PERMIT**  
 ELECTRICAL CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_  
 SECTION 1 (WIRE) \_\_\_\_\_ 2 (LAMP) \_\_\_\_\_ 3 (SIGNAL) \_\_\_\_\_ 4 (SPEAKER) \_\_\_\_\_ 5 (PHONE) \_\_\_\_\_ 6 (RANGE) \_\_\_\_\_ 7 (DRYER) \_\_\_\_\_  
 PER 100 SQ. FT. FLOOR AREA, APP. C/U \_\_\_\_\_

**PLUMBING PERMIT**  
 PLUMBING CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_  
 WASTE INTERCEPTER \_\_\_\_\_ WATER W/PHS. TREATMENT \_\_\_\_\_ SEWER \_\_\_\_\_ GAS SYSTEMS \_\_\_\_\_ WATER MAIN \_\_\_\_\_  
 WASTE INTERCEPTER \_\_\_\_\_ WATER W/PHS. TREATMENT \_\_\_\_\_ SEWER \_\_\_\_\_ GAS SYSTEMS \_\_\_\_\_ WATER MAIN \_\_\_\_\_

**MECHANICAL PERMIT**  
 MECHANICAL CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_  
 FURN \_\_\_\_\_ HYD \_\_\_\_\_ SCREEN \_\_\_\_\_ COMP \_\_\_\_\_ ASSOCIATION \_\_\_\_\_ AIR HANDLER \_\_\_\_\_ APP. C/U \_\_\_\_\_

**INSULATION PERMIT**  
 INSULATION CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_

CONTRACTOR'S NAME: Petroleum Engineering Inc  
 OWNER'S NAME: Shell Oil Company  
 PERMIT NUMBER: 019110  
 INSTALLATION OF FIRE DETECTION SYSTEM MANDATORY ON BUILDING PERMITS IN EXCESS OF \$1,000.00  
 DO NOT WRITE ABOVE THIS LINE

NO. INSPECTIONS

NO. TRIPS

DAYS PERMIT ACTIVE

APPROVAL	DATE	INSPECTOR'S SIG	COMMENTS	CORRECTION NOTICE			
FOUNDATION							UTILITY RELEASE
SETBACK YDS.							FINAL INSPECTION
TRENCHES FORM							SERVICE OK
FOOTING STEEL							GAS TEST
FIREPLACE							TEMPORARY POLE
UNDERGROUND							HEATING
ELECTRICAL							PLUMBING
PLUMBING							ELECTRICAL
							FINAL
UNDER FLOOR							
ELECTRICAL							ROOF COVERING
PLUMBING							LATH EXTERIOR
HEATING							LATH INTERIOR
FRAMING							DRY WALL
INSULATION							
WALL STEEL							STRUCT. STEEL
							CEILING
BOND BEAM STEEL							WALL
							INSULATION
BOLTS ANCHORS							FIREPLACE
STRUCT. STEEL							FRAMING
ROUGH							HEATING
ELECTRICAL							PLUMBING
PLUMBING							ELECTRICAL
HEATING							ROUGH
FRAMING							STRUCT. STEEL
FIREPLACE							BOLTS ANCHORS
INSULATION							
WALL							BOND BEAM STEEL
CEILING							
STRUCT. STEEL							WALL STEEL
FINISH							INSULATION
DRY WALL							FRAMING
LATH INTERIOR							HEATING
LATH EXTERIOR							PLUMBING
ROOF COVERING							ELECTRICAL
							UNDER FLOOR
FINAL							
ELECTRICAL							PLUMBING
PLUMBING							ELECTRICAL
HEATING							UNDERGROUND
TEMPORARY POLE							FIREPLACE
GAS TEST							FOOTING STEEL
SERVICE OK							TRENCHES FORM
FINAL INSPECTION							SETBACK YDS
UTILITY RELEASE							FOUNDATION
APPROVAL	DATE	INSPECTOR'S SIG	COMMENTS	CORRECTION NOTICE			

DAYS PERMIT ACTIVE


NO. TRIPS

NO. INSPECTIONS

PERMIT 30.-  
 PLAN CK \_\_\_\_\_  
 S.M.I.P. 50  
 SEWER \_\_\_\_\_  
 PENALTY \_\_\_\_\_  
 BUS. LIC. 10.-

APPLICATION  
 THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT AND PERMIT NUMBER AFFIXED

CITY OF PIEDMONT CALIFORNIA



120 VISTA AVE / PIEDMONT, CA 94611  
 (415) 420-3080

NUMBER \_\_\_\_\_

DO NOT WRITE ABOVE LINE.

ALL VALUES MUST INCLUDE LABOR AND MATERIALS!

VALUE BLDG: \_\_\_\_\_  
 VALUE ELEC: \_\_\_\_\_  
 VALUE PLUMB: \_\_\_\_\_  
 VALUE MECH: \_\_\_\_\_  
 VALUE INSUL: \_\_\_\_\_  
 VALUE OTHER: \_\_\_\_\_

ENTIRE VALUE INCL. LABOR, MATERIALS, OVERHEAD & PROFIT \$ 1000.-

TOTAL \$40.50

BOND DEPOSITS  
 SEWER \_\_\_\_\_  
 STREET \_\_\_\_\_  
 SIDEWALK \_\_\_\_\_

APPLICATION RECEIVED  
 DATE 12/3/87 SIGNED VSL  
 APPROVAL  
 DATE 12/3/87 SIGNED VSL  
 ISSUED  
 DATE 12-3-87 SIGNED VSL

FLOOR AREA SQ. FEET NEW EXISTING

BUILDING ADDRESS 29 WILDWOOD

TRACT BLOCK PAGE LOT PARCELS

OWNER NAME Spain On Co.  
 ADDRESS 29 Wildwood PHONE \_\_\_\_\_  
 CITY Piedmont STATE \_\_\_\_\_ ZIP \_\_\_\_\_

APPLICANT NAME \_\_\_\_\_ LICENSE # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_ PHONE \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

CONTRACTOR NAME CENTRAL RESTROOM MAINT.  
 ADDRESS 176 WILKING ST.  
 CITY Piedmont STATE CA PHONE 462-1827

THIS PERMIT SHALL COVER:

ELECTRICAL  MECHANICAL  PLUMBING  SIGN  
 INSULATION  GRADING  SWIMMING POOLS  
 SEWER  SIDEWALK - CURB OR GUTTER  
 OTHER \_\_\_\_\_

WORK DESCRIPTION	NEW	ALTERATION	DEMOLISH	GRADING FILL EXCAVATION
SINGLE FAMILY	NEW	ALTERATION	DEMOLISH	P.C. REVIEW & OCCUPANCY GROUP
APARTMENT	NEW	ALTERATION	DEMOLISH	USE ZONE
CONDOMINIUM	NEW	ALTERATION	DEMOLISH	FIRE ZONE
COMMERCIAL	NEW	ALTERATION	DEMOLISH	SPRINKLERS REQUIRED
INDUSTRIAL	NEW	ALTERATION	DEMOLISH	YES NO
PUBLIC BUILDING	NEW	ALTERATION	DEMOLISH	YES NO
INSTITUTION	NEW	ALTERATION	DEMOLISH	YES NO
NO. OF BEDROOMS	NO. OF STORIES	NO. OF FAMILIES		

DESCRIPTION OF WORK

REMOVE WATER PIPE UNDER SIDEWALK

PERMIT NUMBER 019670  
 INSTALLATION OF FIRE DETECTION SYSTEM MANDATORY ON BUILDING PERMITS IN EXCESS OF \$1,000.00.  
 OWNER'S NAME \_\_\_\_\_  
 CONTRACTOR'S NAME \_\_\_\_\_  
 BUILDING ADDRESS \_\_\_\_\_  
 DO NOT WRITE ABOVE THIS LINE

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7031.5, Business and Professions Code: Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 commencing with Sec. 7000 of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7031.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).)

I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale.)

I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)

I am exempt under Sec. \_\_\_\_\_, B.P.C. for this reason \_\_\_\_\_

Signature [Signature] Date 3 DEC 87

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation insurance, or a certified copy thereof (Sec. 3900, Lab. C.)

Policy # \_\_\_\_\_ Company Name \_\_\_\_\_  
 Certified copy is hereby furnished.  
 Certified copy is filed with the city building inspection department.  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

(This section need not be completed if the permit is for one hundred dollars (\$100) or less.)

I certify that in the performance of the work for which the permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.

Signature \_\_\_\_\_ Date \_\_\_\_\_

NOTICE TO APPLICANT: If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.)

LENDER'S NAME \_\_\_\_\_  
 LENDER'S ADDRESS \_\_\_\_\_

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION, AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. NOTICE: THIS PERMIT WILL EXPIRE BY LIMITATION IF WORK IS NOT STARTED IN \_\_\_\_\_ DAYS OR IF WORK IS ABANDONED FOR MORE THAN \_\_\_\_\_ DAYS. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.

Contractor [Signature] Date 3 DEC 87  
 Owner  Signature of Contractor Owner or Agent  
 Agent for  Contractor  Owner

Address of Agent \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ TELEPHONE \_\_\_\_\_

ELECTRICAL PERMIT

ELECTRICAL CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_

PLUMBING PERMIT

PLUMBING CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_

MECHANICAL PERMIT

MECHANICAL CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_

INSULATION PERMIT

INSULATION CONTRACTOR \_\_\_\_\_ PHONE \_\_\_\_\_  
 MAILING ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_  
 STATE LIC. NO. \_\_\_\_\_ CITY BUS. TAX NO. \_\_\_\_\_ WORKERS COMP. INS. NO. \_\_\_\_\_

APPROVAL	DATE	INSPECTOR'S SIG	COMMENTS	CORRECTION NOTICE
FOUNDATION				
SETBACK YDS				
TRENCHES FORM				
FOOTING STEEL				
FIREPLACE				
UNDERGROUND				
ELECTRICAL				
PLUMBING				
UNDER FLOOR				
ELECTRICAL				
PLUMBING				
HEATING				
FRAMING				
INSULATION				
WALL STEEL				
BOND BEAM STEEL				
BOLTS ANCHORS				
STRUCT. STEEL				
ROOFING				
ELECTRICAL				
PLUMBING				
HEATING				
FRAMING				
FIREPLACE				
INSULATION				
WALL				
CEILING				
STRUCT. STEEL				
FINISH				
DRY WALL				
LATH INTERIOR				
LATH EXTERIOR				
ROOF COVERING				
FINAL				
ELECTRICAL				
PLUMBING				
HEATING				
TEMPORARY POLE				
GAS TEST				
SERVICE OK				
FINAL INSPECTION				
UTILITY RELEASE				

12/10/07 VTL

12/10/07 VTL

12/10/07 VTL

S/W FORMS

WATER SERVICE

PERMIT PLAN CK 162.34  
 S.M.I.P. 1.70  
 SEWER \_\_\_\_\_  
 PENALTY \_\_\_\_\_  
 TITLE 24 006 7/28/97  
 D.F. FEE \_\_\_\_\_  
 SAW FEE 15.00  
 DROP BOX \_\_\_\_\_  
 ST. USE \_\_\_\_\_

**APPLICATION**  
 THIS APPLICATION BECOMES THE PERMIT WHEN APPROVED BY BUILDING DEPT. AND PERMIT NUMBER AFFIXED

CALIFORNIA



120 VISTA AVE. / PIEDMONT, CA 94611  
(510) 420-3050

34010

**BOND DEPOSITS**  
 SEWER Paint \$1,440.-  
 STREET for sign  
 SIDEWALK repairing  
city 7/22/97  
 TOTAL \_\_\_\_\_

TOTAL: 438.79  
 CROSS REFERENCE #'s \_\_\_\_\_

APPLICATION RECEIVED DATE 6/10/97 SIGNED SUPA  
 APPROVAL DATE 7/28/97 SIGNED V.J.L.  
 ISSUED DATE 7/28/97 SIGNED SUPA

This application must be submitted in person.  
**DO NOT MAIL.**

**DO NOT WRITE ABOVE LINE**  
 ENTIRE VALUE INCL. LABOR, MATERIALS, OVERHEAD & PROFIT \$ 17,000.00  
 (INCLUDE OWNERS LABOR ALSO)

P.C. REVIEW # 78-96 | D/R NOT REQ'D

**BUILDING ADDRESS**  
29 WILLOWOOD AVE.  
**OWNER**  
 NAME Sierra Co. Products Co. / 1500 Mountain View  
 ADDRESS 1500 Willowood Park Rd. Ste 900 PHONE (925) 929-1444  
 CITY Concord STATE CA ZIP 94620  
**ARCHITECT**  
 NAME Richard Wilson LICENSE # 221621  
 ADDRESS 1710 Willow Park Rd. Ste 420 PHONE (925) 929-6300  
 CITY Concord STATE CA ZIP 94620  
**CONTRACTOR**  
 I hereby affirm that I am licensed under provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect.  
 LICENSE # 200793 CITY-BUSINESS 9700825  
 CONTRACTOR NAME Cottler-Ryan Inc.  
 ADDRESS 6747 Sierra Ct. Suite J  
 CITY Dublin STATE CA ZIP 94568 PHONE 925-977-7222  
 Signature [Signature] Date 7-28-97

**THIS PERMIT SHALL COVER:**  BUILDING  
 ELECTRICAL  MECHANICAL  PLUMBING  SIGN  
 INSULATION  GRADING  SWIMMING POOLS  
 SEWER  SIDEWALK - CURB OR GUTTER  
 OTHER \_\_\_\_\_

**PLEASE READ - IMPORTANT**  
 Sidewalk inspection mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.  
 Spark Arrester mandatory on every chimney when any permit in excess of \$1,000 is issued.  
 Smoke Detector installation mandatory when any permit in excess of \$1,000 is issued: One in each hall and one in each bedroom.  
 Contractors must provide containment & removal of any & all liquid or solid waste. Dumping in gutter or street catch basin is prohibited.  
 Any sidewalk replacement must match adjoining cement color as follows:  
 1. Standard concrete-2 lbs. lampblack per yard.  
 2. Yellow Buff-15 lbs. Davis #547 per yard.  
 3. Pink Concrete-4 lbs. Davis #180 per yard.  
 Any recipient of variance or design review must use exact materials, plans, & elevations as approved. No substitution of materials or plans is allowed unless City approval is obtained prior to construction. Penalties will be levied if construction is not as approved drawings.  
 Before "final" inspection, a sub-contractor list must be delivered to building department in order to verify all city business licenses.  
 Prior to use or occupancy, any addition requires a certificate of occupancy.  
 As property owner I declare that these proposed improvements will \_\_\_\_\_ will not \_\_\_\_\_ create or contribute to the creation of a second unit.

I hereby affirm that I am exempt from the Contractor's License Law for the following reason (Sec. 7091.5, Business and Professions Code): Any city or county which requires a permit to construct, alter, improve, demolish, or repair any structure, prior to its issuance, also requires the applicant for such permit to file a signed statement that he is licensed pursuant to the provisions of the Contractor's License Law Chapter 9 (commencing with Sec. 7000) of Division 3 of the Business and Professions Code, or that he is exempt therefrom and the basis for the alleged exemption. Any violation of Section 7091.5 by any applicant for a permit subjects the applicant to a civil penalty of not more than five hundred dollars (\$500).  
 I, as owner of the property, or my employee with wages as their sole compensation, will do the work, and the structure if not intended or offered for sale (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who does such work himself or through his own employees, provided that such improvements are not intended or offered for sale. If, however, the building or improvement is sold within one year of completion, the owner-builder will have the burden of proving that he did not build or improve for the purpose of sale).  
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project (Sec. 7044, Business and Professions Code: The Contractor's License Law does not apply to an owner of property who builds or improves thereon, and who contracts for such projects with a contractor(s) licensed pursuant to the Contractor's License Law.)  
 I am exempt under Sec. \_\_\_\_\_, B & P.C. for this reason \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, or a certified copy thereof (Sec. 5800, Lab. C.)  
 Policy # 1297015777 Company Name Calif Comp  
 Certified copy is hereby furnished  
 Certified copy is filed with the city building inspection department.  
 Signature George Soto Date 7-28-97  
 (This section need not be completed if the permit is for one hundred dollars (\$100) or less.)  
 I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Workers' Compensation Laws of California.  
 Signature George Soto Date 7-28-97  
**NOTICE TO APPLICANT:** If, after making this Certificate of Exemption, you should become subject to the Workers' Compensation provisions of the Labor Code, you must forthwith comply with such provisions or this permit shall be deemed revoked.

I hereby affirm that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civ. C.)  
**LENDER'S**  
 NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED ON THE BACK OF THE JOB COPY OF THIS PERMIT. ALL INSPECTION REQUESTS ARE REQUIRED 24 HOURS IN ADVANCE OF THE INSPECTION.  
 Contractor  
 Owner  
 Signature of Contractor/Owner/Agent \_\_\_\_\_ Date 6-16-97  
 Agent for  Contractor  Owner  
 Address of Agent Concord CA 94620 CITY STATE ZIP TELEPHONE \_\_\_\_\_

**DESCRIPTION OF WORK**  
 1. Paint existing building, add new  
 2. yellow accent band, Waincoat,  
 3. lighting upgrade, access ramp  
 4. and rest room upgrade for handicap  
 5. accessibility and new 4'-6" high  
 6. wood fence along the north east  
 7. property.  
 8. \_\_\_\_\_  
 9. (also upgrade to 1/2" in)  
 10. (Need to replace 180 sq.  
 11. ft. of s/w. 7/3/97)  
 12. (Payment received 7/22/97)

**UNIFORM BUILDING CODE**  
**Permit Expiration.** Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended or abandoned at any time after the work is commenced for a period of 180 days. Before such work can be recommenced, a new permit shall be first obtained to do so, and the fee therefor shall be one half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.  
 Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time required by this section for good and satisfactory reasons. The building official may extend the time for action by the permittee for a period not exceeding 180 days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken. (No permit shall be extended more than once.)

BUILDING ADDRESS 29 WILLOWOOD AVE  
 PERMIT NUMBER 34010  
 DO NOT WRITE ABOVE THIS LINE.

APPROVAL	DATE	INSPECTOR'S SIG.	COMMENTS	CORRECTION NOTICE	
FOUNDATION					UTILITY RELEASE
SETBACK					FINAL INSPECTION
TRENCHES FORM					SERVICE OK
FOOTING STEEL					GAS TEST
FIREPLACE					TEMPORARY POLE
UNDERGROUND					HEATING
ELECTRICAL					PLUMBING
PLUMBING					ELECTRICAL
SEWER					FINAL
UNDER FLOOR					SEWER
ELECTRICAL					ROOF COVERING
PLUMBING					LATH EXTERIOR
HVAC (MECHANICAL)					LATH INTERIOR
FRAMING					DRY WALL
INSULATION					INSULATION
SHOWER PAN WATER TEST					SHOWER PAN WATER TEST
WALL STEEL					STRUCT. STEEL
					CEILING
BOND BEAM STEEL					WALL
SHEAR NAILING					INSULATION
BOLTS AND JOISTS					FIREPLACE
STRUCT. STEEL					FRAMING
ROUGH					(MECHANICAL)
ELECTRICAL					HVAC
PLUMBING					PLUMBING
HVAC (MECHANICAL)					ELECTRICAL
FRAMING					ROUGH
FIREPLACE					STRUCT. STEEL
INSULATION					BOLTS AND JOISTS
WALL					SHEAR NAILING
CEILING					BOND BEAM STEEL
STRUCT. STEEL					WALL
FINISH					CEILING
DRY WALL					SHOWER PAN WATER TEST
LATH INTERIOR					INSULATION
LATH EXTERIOR					FRAMING
ROOF COVERING					(MECHANICAL)
SIDEWALK					PLUMBING
FINAL					ELECTRICAL
ELECTRICAL					UNDER FLOOR
PLUMBING					SEWER
HEATING					PLUMBING
TEMPORARY POLE					ELECTRICAL
GAS TEST					UNDERGROUND
SERVICE OK					FIREPLACE
FINAL INSPECTION					FOOTING & FEEL
UTILITY RELEASE					TRENCHES FORM
					SETBACK
					FOUNDATION
					APPROVAL
					DATE
					INSPECTOR'S SIG.
					COMMENTS
					CORRECTION NOTICE

9/11/97 VJL

2/15/97 VJL

8/7/97 VJL  
8/7/97 VJL

Call AG & approved now  
Don D.M.P. Electric Services





04-0012

CITY OF PIEDMONT  
DEPARTMENT OF PUBLIC WORKS

B04-00228

PLANNING APPROVAL DATE

3/8/2004 CF

120 VISTA AVE / PIEDMONT, CA 94611  
PH (510) 420-3050  
FAX (510) 658-3167

APPLICATION RECEIVED:

4/7/2004

BUILDING APPROVAL DATE

4/9/2004 CN

ISSUE DATE

4/20/2004

JOB ADDRESS:	29 WILDWOOD	APN:	463801400	VALUATION:	5,000.00
PERMIT TYPE:	BUILDING	ZONE:	D	OCC:	H-3
				CON. TYPE:	

OWNER			CONTRACTOR		
NAME	EQUILON ENTERPRISES LLC		NAME	WEST COAST CANOPIES, INC	
ADDRESS	P.O. BOX 4525		ADDRESS	9220 G STREET	
CITY/STATE/ZIP	HOUSTON TX	77212	CITY/STATE/ZIP	OAKLAND CA	94603
PHONE	2818747771		PHONE	5105625910	
			BUS LIC	9925633	
			LICENSE	259820	

ARCHITECT/ENGINEER/DESIGNER			JOB DESCRIPTION		
NAME			ADD FLAT FASCIA ON MANSARD CANOPY		
ADDRESS					
CITY/STATE/ZIP		PUBLIC			
PHONE		LICENSE			

SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.  
 SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued.  
 SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued.

Contractors or Owner/Builder must provide containment & removal of any & all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM. Dumping in gutter or street catch basin is prohibited.

Any recipient of VARIANCE or DESIGN REVIEW must use exact materials, plans, & elevations as approved. No substitutions of materials or plans is allowed unless City approval is obtained prior to construction.

As property owner I declare that these proposed improvements will will not create or contribute to the creation of a second unit.

Date \_\_\_\_\_ Property Owner(s) \_\_\_\_\_

FEES:	
PERMIT INSPECTION FEE	136.25
PLAN CHECK FEE	72.31
SMP FEES	0.50
<b>TOTAL FEES</b>	<b>\$ 209.06</b>

**OWNER/BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason:  
 I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale (Sec. 7044 (a)), Business and Professions Code. The Contractor's License Law does not apply to an owner of the property who builds or improves thereon, and who does such work themselves or through their own employees, provided that such improvements are not intended or offered for sale.  
 I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.  
 I am exempt under Sec. \_\_\_\_\_, B. & P.C. for this reason: \_\_\_\_\_

**WORKER'S COMPENSATION DECLARATION**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California and agree that if I should become subject to the Worker's Compensation provisions of the Labor Code, I shall forthwith comply with these provisions or this permit shall be deemed revoked.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

**UNIFORM BUILDING CODE**

Permit Expiration (Sec. 1064.4) Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended, abandoned, or not inspected at any time after the work is commenced for a period of 180 days. Before such work can be recommenced, a new permit shall be first obtained to do so, and the fee therefore shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.

Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time required by this section for good and satisfactory reasons. The building official may extend the time for action by the permittee for a period not exceeding 180 days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken. No building permit shall be extended more than once.

**OWNER - CONTRACTOR - AGENT**

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED.

SIGNATURE OF OWNER/ CONTRACTOR/AGENT

29 WILDWOOD

DATE

B04-00228

City of Piedmont  
INSPECTION ACTIVITY REPORT

Permit No. B04-00228

Site Address 29 WILDWOOD

Applied 4/7/2004	Applicant ARC INC. ARCHITECTS	Lot
Approved 4/9/2004	Owner EQUILON ENTERPRISES LLC	Block
Issued 4/20/2004	Contractor WEST COAST CANOPIES, INC	Tract
Parent Permit No.	Description ADD FLAT FASCIA ON MANSARD CANOPY	
	Notes	

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
5/24/2004	5/24/2004	FINAL INSPECTION	CN	APPROVED		
5/24/2004	5/24/2004	ROUGH FRAMING	CN	APPROVED		

## PLANNING APPROVAL DATE

2/28/2005 RS

120 VISTA AVE. / FIEDMONT, CA 94611  
PH (510) 420-3050  
FAX (510) 658-3167

## APPLICATION RECEIVED:

3/1/2005

## BUILDING APPROVAL DATE

3/10/2005 CN

ISSUE DATE

3/30/2005

JOB ADDRESS:	29 WILDWOOD	APN:	463801400	VALUATION:	60,000.00
PERMIT TYPE:	BUILDING	ZONE	A	OCC:	R-3
OWNER			CONTRACTOR		
NAME	SHELL OIL PRODUCTS	NAME	WENDT & SONS CONSTRUCTION		
ADDRESS	9141 E. STOCKTON BLVD, SUITE 2	ADDRESS	3861 DUCKCREEK DR		
CITY/STATE/ZIP	ELK GROVE CA 95624	CITY/STATE/ZIP	STOCKTON CA 95208	BUS LIC	9926948
PHONE	9166846125	PHONE	2095479310	LICENSE	723360
ARCHITECT/ENGINEER/DESIGNER			JOB DESCRIPTION		
NAME	JONATHAN RAMOS	REPLACE 2 DISPENSERS			
ADDRESS	1364 N. MCDOWELL, BLVD,	ADD BVR EQUIPMENT ON UNDERGROUND STORAGE TANKS			
CITY/STATE/ZIP	PETALUMA CA 94954	SDR#05-0029: CONDITIONS OF APPROVAL			
PHONE	7077893255	1. No new lighting or signage is approved under this application			
SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate			THIS PERMIT IS ISSUED FOR DESIGN REVIEW COMPLIANCE ONLY. ALL OTHER ASPECTS OF THIS CONSTRUCTION MUST BE APPROVED & INSPECTED BY ALAMEDA COUNTY ENVIRONMENTAL HEALTH		
SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued					
SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued					
Contractors or Owner/Builder must provide containment & removal of any & all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM. Dumping in gutter or street catch basin is prohibited.			FEE:		
Any recipient of VARIANCE or DESIGN REVIEW must use exact materials, plans, & elevations as approved. No substitutions of materials or plans is allowed unless City approval is obtained prior to construction.			PERMIT INSPECTION FEE 783.08		
As property owner I declare that these proposed improvements ___ will ___ will not create or contribute to the creation of a second unit.			PLAN CHECK FEE 491.77		
			SMIP FEES 6.00		
Date _____ Property Owner(s) _____			TOTAL FEES \$ 1,280.85		

**OWNER/BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason:

\_\_\_ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044 (a)), Business and Professions Code. The Contractor's License Law does not apply to an owner of the property who builds or improves thereon, and who does such work themselves or through their own employees, provided that such improvements are not intended or offered for sale.

\_\_\_ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.

\_\_\_ I am exempt under Sec. \_\_\_\_\_ B. & P.C. for this reason: \_\_\_\_\_

**WORKER'S COMPENSATION DECLARATION**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California and agree that if I should become subject to the Worker's Compensation provisions of the Labor Code, I shall forthwith comply with these provisions or this permit shall be deemed revoked.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

**UNIFORM BUILDING CODE**

Permit Expiration (Sec. 106.4.4) Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended, abandoned, or not inspected at any time after the work is commenced for a period of 180 days. Before such work can be recommended, a new permit shall be first obtained to do so, and the fee therefore shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.

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**OWNER - CONTRACTOR - AGENT**

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED.

SIGNATURE OF OWNER/ CONTRACTOR/AGENT

29 WILDWOOD

DATE

B05-00160

City of Piedmont  
INSPECTION ACTIVITY REPORT

Permit No. B05-00160

Site Address 29 WILDWOOD

Applied 3/1/2005	Applicant GETTLER-RYAN INC.	Lot
Approved 3/10/2005	Owner SHELL OIL PRODUCTS	Block
Issued 3/30/2005	Contractor WENDT & SONS CONSTRUCTION	Tract
Parent Permit No.	Description REPLACE 2 DISPENSERS	
	Notes ADD EVR EQUIPMENT ON UNDERGROUND STORAGE TANKS.	

SDR#05-0029: CONDITIONS OF APPROVAL  
1. No new lighting or signage is approved under this application.

THIS PERMIT IS ISSUED FOR DESIGN REVIEW COMPLIANCE ONLY. ALL OTHER ASPECTS OF THIS CONSTRUCTION MUST BE APPROVED & INSPECTED BY ALAMEDA COUNTY

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
4/26/2005	4/26/2005	U.G. ELECTRICAL	CN	APPROVED		
5/18/2005	5/18/2005	FINAL INSPECTION	CN	APPROVED		
5/19/2005	5/19/2005	FINAL ELECTRICAL	CN	APPROVED		

PLANNING APPROVAL DATE

4/25/2005 CN

120 VISTA AVE / PIEDMONT, CA 94611  
PH (510) 420-3050  
FAX (510) 658-3167

APPLICATION RECEIVED:

4/13/2005

BUILDING APPROVAL DATE

4/25/2005 CN

ISSUE DATE

7/27/2005

JOB ADDRESS:	29 WILDWOOD	APN:	463801400	VALUATION:	20,000.00
PERMIT TYPE:	BUILDING	ZONE	A	OCC:	R-3
				CON. TYPE:	TYPE V-N

OWNER			CONTRACTOR		
NAME	SHELL OIL PRODUCTS		NAME	WENDT & SONS CONSTRUCTION	
ADDRESS	9141 E STOCKTON BLVD, SUITE 2		ADDRESS	3861 DUCKCREEK DR	
CITY/STATE/ZIP	ELK GROVE	CA 95624	CITY/STATE/ZIP	STOCKTON	CA 95208
PHONE	9166846125		PHONE	2095479310	
				BUS LIC	9926948
				LICENSE	723369

ARCHITECT/ENGINEER/DESIGNER		
NAME	JONATHAN RAMOS	
ADDRESS	1364 N. MCDOWELL BLVD,	
CITY/STATE/ZIP	PETALUMA	CA 94954
PHONE	7077893255	
		BUS LIC
		LICENSE C13933

**JOB DESCRIPTION**

REVISIONS TO PREVIOUS APPROVAL  
ENHANCED VAPOR RECOVERY (EVR) UPGRADE TO UNDERGROUND STORAGE TANKS CONTAINING GASOLINE. REPLACE TWO GASOLINE DISPENSERS. INSTALLATION OF NEW PRODUCT PIPING.

THIS PERMIT IS ISSUED FOR DESIGN REVIEW COMPLIANCE ONLY. ALL OTHER ASPECTS OF THIS CONSTRUCTION MUST BE APPROVED & INSPECTED BY ALAMEDA COUNTY ENVIRONMENTAL HEALTH.

SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.  
SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued.  
SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued.  
Contractors or Owners/Builder must provide containment & removal of any & all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM. Dumping in gutter or street catch basin is prohibited.  
Any recipient of VARIANCE or DESIGN REVIEW must use exact materials, plans, & elevations as approved. No substitutions of materials or plans is allowed unless City approval is obtained prior to construction.

As property owner I declare that these proposed improvements: \_\_\_ will \_\_\_ will not create or contribute to the creation of a second unit.

Date \_\_\_\_\_ Property Owner(s) \_\_\_\_\_

FEES:	
PERMIT INSPECTION FEE	367.03
PLAN CHECK FEE	221.34
SMIP FEES	2.00
<b>TOTAL FEES</b>	<b>\$ 590.37</b>

**OWNER/BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason:

\_\_\_ I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044 (a)), Business and Professions Code. The Contractor's License Law does not apply to an owner of the property who builds or improves thereon, and who does such work themselves or through their own employees, provided that such improvements are not intended or offered for sale.

\_\_\_ I, as owner of the property, am exclusively contracting with licensed contractors to construct the project.

\_\_\_ I am exempt under Sec. \_\_\_\_\_, B. & P.C. for this reason: \_\_\_\_\_

**WORKER'S COMPENSATION DECLARATION**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California and agree that if I should become subject to the Worker's Compensation provisions of the Labor Code, I shall forthwith comply with these provisions or this permit shall be deemed revoked.

\_\_\_\_\_  
SIGNATURE OF OWNER/BUILDER

\_\_\_\_\_  
DATE

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

**UNIFORM BUILDING CODE**

Permit Expiration (Sec. 106.4.4). Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended, abandoned, or not inspected at any time after the work is commenced for a period of 180 days. Before such work can be recommended, a new permit shall be first obtained to do so, and the fee therefore shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.

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**OWNER - CONTRACTOR - AGENT**

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED.

\_\_\_\_\_  
SIGNATURE OF OWNER/ CONTRACTOR/AGENT

29 WILDWOOD

\_\_\_\_\_  
DATE

CAP05-00079

### INSPECTION ACTIVITY REPORT

Permit No. CAP05-00079

Site Address 29 WILDWOOD

Applied	4/13/2005	Applicant	GETTLER-RYAN INC.	Lot
Approved	4/25/2005	Owner	SHELL OIL PRODUCTS	Block
Issued	7/27/2005	Contractor	WENDT & SONS CONSTRUCTION	Tract
Parent Permit No.	B05-00160	Description	REVISIONS TO PREVIOUS APPROVAL	
		Notes	ENHANCED VAPOR RECOVERY (EVR) UPGRADE TO UNDERGROUND STORAGE TANKS CONTAINING GASOLINE. REPLACE TWO GASOLINE DISPENSERS. INSTALLATION OF NEW PRODUCT PIPING.	

THIS PERMIT IS ISSUED FOR DESIGN REVIEW COMPLIANCE ONLY. ALL OTHER ASPECTS OF THIS CONSTRUCTION MUST BE APPROVED & INSPECTED BY ALAMEDA COUNTY ENVIRONMENTAL HEALTH.

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
5/5/2005	5/5/2005	SLAB FORM/REIN	CN	APPROVED		
5/18/2005	5/18/2005	FINAL INSPECTION	CN	APPROVED		

PLANNING APPROVAL DATE

12/13/2007 RA

120 VISTA AVE / PIEDMONT, CA 94611  
PH (510) 428-3650  
FAX (510) 658-3167

APPLICATION RECEIVED:

12/11/2007

BUILDING APPROVAL DATE

12/13/2007 CN

ISSUE DATE

12/17/2007

<b>JOB ADDRESS:</b> 29 WILDWOOD		<b>APN:</b> 463801400	<b>VALUATION:</b> 3,000.00								
<b>PERMIT TYPE:</b> BUILDING	<b>ZONE</b>	<b>OCC:</b>	<b>CON. TYPE:</b>								
<b>OWNER</b>		<b>CONTRACTOR</b>									
<b>NAME</b>	EQUILON ENTERPRISES LLC	<b>NAME</b>	ABLE MAINTENANCE								
<b>ADDRESS</b>	1980 POST OAK BL	<b>ADDRESS</b>	3224 REGIONAL PARKWAY								
<b>CITY/STATE/ZIP</b>	HOUSTON TX 77212	<b>CITY/STATE/ZIP</b>	SANTA ROSA CA 95403								
<b>PHONE</b>		<b>PHONE</b>	7075455522								
<b>ARCHITECT/ENGINEER/DESIGNER</b>		<b>JOB DESCRIPTION</b>									
<b>NAME</b>		REPLACE BROKEN FENCE									
<b>ADDRESS</b>		BETWEEN 29 WILDWOOD (SHELL GAS) AND 1246 GRAND (ANN MARTIN CHILDREN'S CENTER #2).									
<b>CITY/STATE/ZIP</b>											
<b>PHONE</b>											
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<b>Date</b>	<b>Property Owner(s)</b>										

**OWNER/BUILDER DECLARATION**

I hereby affirm that I am exempt from the Contractor's License Law for the following reason:

- I, as owner of the property, or my employees with wages as their sole compensation, will do the work, and the structure is not intended or offered for sale. (Sec. 7044 (a)), Business and Professions Code. The Contractor's License Law does not apply to an owner of the property who builds or improves thereon, and who does such work themselves or through their own employees, provided that such improvements are not intended or offered for sale.
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- I am exempt under Sec. \_\_\_\_\_, B. & P.C. for this reason: \_\_\_\_\_

**WORKER'S COMPENSATION DECLARATION**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California and agree that if I should become subject to the Worker's Compensation provisions of the Labor Code, I shall forthwith comply with these provisions or this permit shall be deemed revoked.

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

**UNIFORM BUILDING CODE**

Permit Expiration (Sec. 106.4.4). Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended, abandoned, or not inspected at any time after the work is commenced for a period of 180 days. Before such work can be recommended, a new permit shall be first obtained to do so, and the fee therefore shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.

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**OWNER - CONTRACTOR - AGENT**

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SIGNATURE OF OWNER/ CONTRACTOR/AGENT

29 WILDWOOD

DATE

B07-00978

### INSPECTION ACTIVITY REPORT

Permit No. B07-00978

Site Address 29 WILDWOOD

Applied 12/11/2007  
Approved 12/13/2007  
Issued 12/17/2007

Applicant ABLE MAINTENANCE  
Owner EQUILON ENTERPRISES LLC  
Contractor ABLE MAINTENANCE

Lot  
Block  
Tract

Parent Permit No.

Description REPLACE BROKEN FENCE  
Notes BETWEEN 29 WILDWOOD (SHELL GAS) AND 1246 GRAND (ANN MARTIN CHILDREN'S CENTER #2).

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
1/7/2009	1/7/2009	FINAL INSPECTION	CN	APPROVED		



PLANNING APPROVAL DATE

12/8/2008 KJ

120 VISTA AVE. / FIDMONT, CA 94611

PH (510) 420-3050

FAX (510) 658-3167

APPLICATION RECEIVED:

5/19/2008

ISSUE DATE

1/9/2009

JOB ADDRESS:	29 WILDWOOD	APN:	463801400	VALDATION:	15,000.00
PERMIT TYPE:	BUILDING	ZONE	A	OCC	R-3
CON TYPE:	TYPE V-B				
<b>OWNER</b>			<b>CONTRACTOR</b>		
NAME	SHELL GAS - EQUILON ENTERPRISES LLC		NAME	ABLE MAINTENANCE	
ADDRESS	12700 NORTHBOUGH DR		ADDRESS	3224 REGIONAL PARKWAY	
CITY/STATE/ZIP	HOUSTON	TX 77067	CITY/STATE/ZIP	SANTA ROSA CA 95403	BUS LIC 9932009
PHONE	3108162207		PHONE	7075453522	
<b>ARCHITECT/ENGINEER/DESIGNER</b>			<b>JOB DESCRIPTION</b>		
NAME	STANTEC (FORMERLY RHL)		INSTALLATION OF HEALY ENHANCED VAPOR RECOVERY (EVR) AND ISO TO AN EXISTING SHELL SERVICE STATION		
ADDRESS	1137 NORTH MCDOWELL BL		SDR+CUP 08-0241: CONDITIONS OF APPROVAL		
CITY/STATE/ZIP	Petaluma	CA 94954	1. The application approved includes information submitted on November 26, 2008,		
PHONE	7077651660		2. The term of the approval shall be 10 years, and		
SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.			3. The new EVR canister and system at the rear of the main structure shall be painted to match the surrounding wa		
SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued.					
SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued.					
Contractors or Owner/Builder must provide containment & removal of any & all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM. Dumping in gutter or street catch basin is prohibited.					
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As property owner I declare that these proposed improvements ___ will ___ will not create or contribute to the creation of a second unit.					
Date	Property Owner(s)		<b>FEE:</b>		
			PERMIT INSPECTION FEE	280.01	
			PLAN CHECK FEE	165.98	
			SMIP FEES	1.50	
			<b>TOTAL FEES</b>	<b>\$ 447.49</b>	

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\_\_\_ I am exempt under Sec. \_\_\_\_\_, B. & P.C. for this reason: \_\_\_\_\_

SIGNATURE OF OWNER/BUILDER

DATE

**WORKER'S COMPENSATION DECLARATION**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the Worker's Compensation Laws of California and agree that if I should become subject to the Worker's Compensation provisions of the Labor Code, I shall forthwith comply with these provisions or this permit shall be deemed revoked.

SIGNATURE OF OWNER/BUILDER

DATE

I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

SIGNATURE OF CONTRACTOR

DATE

**UNIFORM BUILDING CODE**

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SIGNATURE OF OWNER/ CONTRACTOR/AGENT

DATE

29 WILDWOOD

B08-00326

### INSPECTION ACTIVITY REPORT

Permit No. B08-00326

Site Address 29 WILDWOOD

Applied 5/19/2008

Applicant STANTEC (FORMERLY RHL DESIGN)

Lot

Approved 1/7/2009

Owner SHELL GAS - EQUILON ENTERPRISE

Block

Issued 1/9/2009

Contractor ABLE MAINTENANCE

Tract

Parent Permit No.

Description INSTALLATION OF HEALY ENHANCED VAPOR RECOVERY  
Notes (EVR) AND ISO TO AN EXISTING SHELL SERVICE STATION.

**SDR+CUP 08-0241: CONDITIONS OF APPROVAL**

1. The application approved includes information submitted on November 26, 2008;
2. The term of the approval shall be 10 years; and
3. The new EVR canister and system at the rear of the main structure shall be painted to match the surrounding wa

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
1/29/2009	1/29/2009	FINAL INSPECTION	CN	APPROVED		

**CITY OF FIEDMONT  
DEPARTMENT OF PUBLIC WORKS**

**EX09-00003**

PLANNING APPROVAL DATE

120 VISTA AVE. / FIEDMONT, CA 94611  
PH (510) 420-3050  
FAX (510) 658-3167

APPLICATION RECEIVED:

3/9/2009  
ISSUE DATE  
3/23/2009

BUILDING APPROVAL DATE

<b>JOB ADDRESS:</b> 29 WILDWOOD	<b>AFN:</b> 463801400	<b>VALUATION:</b> 0.00							
<b>PERMIT TYPE:</b> BUILDING	<b>ZONE:</b>	<b>OCC:</b>	<b>CON TYPE:</b>						
<b>OWNER</b>		<b>CONTRACTOR</b>							
<b>NAME:</b> EQUILON ENTERPRISES LLC	<b>NAME:</b> BLAINE TECH SERVICES, INC								
<b>ADDRESS:</b> 1980 POST OAK BL	<b>ADDRESS:</b> 1680 ROGERS AVE								
<b>CITY/STATE/ZIP:</b> HOUSTON TX 77212	<b>CITY/STATE/ZIP:</b> SAN JOSE CA 95112	<b>BUS LIC</b>							
<b>PHONE:</b>	<b>PHONE:</b> 4085730555	<b>LICENSE</b>							
<b>ARCHITECT/ENGINEER/DESIGNER</b>		<b>JOB DESCRIPTION</b>							
<b>NAME:</b>	<b>REPLACE 2 GROUNDWATER MONITORING WELL</b>								
<b>ADDRESS:</b>	<b>BOXES EXISTING GROUNDWATER MONITORING WELL TO REMAIN</b>								
<b>CITY/STATE/ZIP:</b>	<b>UNTOUCHED.</b>								
<b>PHONE:</b>									
<p><small>SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.</small></p> <p><small>SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued.</small></p> <p><small>SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued.</small></p> <p><small>Contractor or Owner/Builder must provide containment &amp; removal of any &amp; all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM. Dumping in gutter or street catch basin is prohibited.</small></p> <p><small>Any recipient of VARIANCE or DESIGN REVIEW must use exact materials, plans, &amp; elevations as approved. No substitutions of materials or plans is allowed unless City approval is obtained prior to construction.</small></p> <p><small>As property owner I declare that these proposed improvements ___ will ___ will not create or contribute to the creation of a second unit.</small></p>		<p align="center"><b>FEES:</b></p> <table style="width:100%;"> <tr> <td>CHANGE in an APPROVED PLAN</td> <td align="right">45.00</td> </tr> <tr> <td>PLAN CHECK FEE</td> <td></td> </tr> <tr> <td><b>TOTAL FEES</b></td> <td align="right"><b>\$ 45.00</b></td> </tr> </table>		CHANGE in an APPROVED PLAN	45.00	PLAN CHECK FEE		<b>TOTAL FEES</b>	<b>\$ 45.00</b>
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<b>Date</b>	<b>Property Owner(s)</b>								

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**UNIFORM BUILDING CODE**

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SIGNATURE OF OWNER/ CONTRACTOR/AGENT

DATE

29 WILDWOOD

EX09-00003

### INSPECTION ACTIVITY REPORT

Permit No. EX09-00003

Site Address 29 WILDWOOD

Applied	3/9/2009	Applicant	BLAINE TECH SERVICES, INC	Lot
Approved	3/16/2009	Owner	EQUILON ENTERPRISES LLC	Block
Issued	3/23/2009	Contractor	BLAINE TECH SERVICES, INC	Tract
Parent Permit No.		Description	REPLACE 2 GROUNDWATER MONITORING WELL	
		Notes	BOXES. EXISTING GROUNDWATER MONITORING WELL TO REMAIN UNTOUCHED.	

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
4/2/2009	4/2/2009	FINAL INSPECTION	CN	APPROVED		

PLANNING APPROVAL DATE

120 VISTA AVE. / PIEDMONT, CA 94611  
PH (510) 420-3850  
FAX (510) 658-3167

APPLICATION RECEIVED:

7/29/2010

BUILDING APPROVAL DATE

8/2/2010 CN

ISSUE DATE

8/2/2010

JOB ADDRESS: 29 WILDWOOD APN: 463801400 VALUATION: 0 00  
PERMIT TYPE: BUILDING ZONE OCC: CON. TYPE:

OWNER		CONTRACTOR	
NAME	EQUILON ENTERPRISES LLC	NAME	CONESTOGA-ROVERS & ASSOCIATES
ADDRESS	1980 POST OAK BL	ADDRESS	5900 HOLLIS ST, SUITE A
CITY/STATE/ZIP	HOUSTON TX 77212	CITY/STATE/ZIP	EMERYVILLE CA 94608 BUS LIC
PHONE		PHONE	5104203908 LICENSE

ARCHITECT/ENGINEER/DESIGNER	JOB DESCRIPTION
NAME	MONITORING WELL DESTRUCTION VIA
ADDRESS	PRESSURE GROUT 3 SITES ON PROPERTY OF 29 WILDWOOD AVE, 2
CITY/STATE/ZIP	SITES ON OAKLAND ON GRAND AVE
PHONE	WORK SCHEDULED FOR 8/4/2010

SIDEWALK INSPECTION mandatory upon submittal of permit application in amount of \$5,000 or more, or the sale of real estate.  
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FEE:

TOTAL FEES \$

Date Property Owner(s)

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SIGNATURE OF OWNER/ CONTRACTOR/AGENT

DATE

29 WILDWOOD

EX10-00011

# NO INSPECTIONS

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**CITY OF FIEDMONT  
DEPARTMENT OF PUBLIC WORKS**

**B11-00636**

PLANNING APPROVAL DATE

120 VISTA AVE. / FIEDMONT, CA 94611  
PH (510) 420-3050  
FAX (510) 650-3167

APPLICATION RECEIVED:

8/25/2011

BUILDING APPROVAL DATE

ISSUE DATE

8/26/2011

<b>JOB ADDRESS:</b> 29 WILDWOOD	<b>APN:</b> 463801400	<b>VALUATION:</b> 0 00	
<b>PERMIT TYPE:</b> SEWER	<b>ZONE:</b>	<b>OCC:</b>	<b>CON. TYPE:</b>
<b>OWNER</b>		<b>CONTRACTOR</b>	
<b>NAME:</b> BQUILON ENTERPRISES LLC	<b>NAME:</b> J HOWARD ENGINEERING		
<b>ADDRESS:</b> 1980 POST OAK BL	<b>ADDRESS:</b> 1325 HOWARD AVE, #265		
<b>CITY/STATE/ZIP:</b> HOUSTON TX 77212	<b>CITY/STATE/ZIP:</b> BURLINGAME CA 94010	<b>BUS LIC:</b>	
<b>PHONE:</b>	<b>PHONE:</b> 6503758314	<b>LICENSE:</b> C:503495	
<b>ARCHITECT/ENGINEER/DESIGNER</b>		<b>JOB DESCRIPTION</b>	
<b>NAME:</b>	<b>REPLACE UPPER SEWER LATERAL - DEC 2010</b>		
<b>ADDRESS:</b>	<b>WORK COMPLETED DURING SEWER REHAB 2009/2010 PROJECT</b>		
<b>CITY/STATE/ZIP:</b>	<b>BUS LIC:</b>		
<b>PHONE:</b>	<b>LICENSE:</b>		
<p><small>SIDEWALK INSPECTION mandatory upon submital of permit application in amount of \$5,000 or more, or the sale of real estate.</small></p> <p><small>SPARK ARRESTER mandatory on every chimney when any permit in excess of \$1,000 is issued.</small></p> <p><small>SMOKE DETECTOR installation mandatory when any permit in excess of \$1,000 is issued.</small></p> <p><small>Contractors or Owners/Builder must provide containment &amp; removal of any &amp; all liquid or solid waste in accordance with the provisions of the ALAMEDA COUNTY CLEAN WATER PROGRAM Dumping in gutter or street catch basin is prohibited.</small></p> <p><small>Any recipient of VARIANCE or DESIGN REVIEW must use exact materials, plans, &amp; elevations as approved. No substitutions of materials or plans is allowed unless City approval is obtained prior to construction.</small></p> <p><small>As property owner I declare that these proposed improvements ___ will ___ will not create or contribute to the creation of a second unit.</small></p>		<b>FEES:</b>	
<b>Date</b>	<b>Property Owner(s)</b>	<b>TOTAL FEES</b>	<b>\$</b>

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I hereby affirm that I have a certificate of consent to self-insure, or a certificate of Workers' Compensation Insurance, as required by Section 3700, Labor Code for the performance of the work for which this permit is issued.

**UNIFORM BUILDING CODE**

**Permit Expiration (Sec. 106.4.4).** Every permit issued by the building official under the provisions of this code shall expire by limitation and become null and void if the building or work authorized by such permit is not commenced within 180 days from the date of such permit, or if the building or work authorized by such permit is suspended, abandoned, or not inspected at any time after the work is commenced for a period of 180 days. Before such work can be recommenced, a new permit shall be first obtained to do so, and the fee therefore shall be one-half the amount required for a new permit for such work, provided no changes have been made or will be made in the original plans and specifications for such work, and provided further that such suspension or abandonment has not exceeded one year. In order to renew action on a permit after expiration, the permittee shall pay a new full permit fee.

Any permittee holding an unexpired permit may apply for an extension of the time within which work may commence under that permit when the permittee is unable to commence work within the time required by this section for good and satisfactory reasons. The building official may extend the time for action by the permittee for a period not exceeding 180 days on written request by the permittee showing that circumstances beyond the control of the permittee have prevented action from being taken. No building permit shall be extended more than once.

**OWNER - CONTRACTOR - AGENT**

I CERTIFY THAT I HAVE READ THIS APPLICATION AND STATE THAT THE INFORMATION GIVEN IS TRUE AND CORRECT. I AGREE TO COMPLY WITH ALL LOCAL ORDINANCES AND STATE LAWS RELATING TO BUILDING-CONSTRUCTION AND I MAKE THIS STATEMENT UNDER PENALTY OF LAW. I HEREBY AUTHORIZE REPRESENTATIVES OF THIS CITY/COUNTY TO ENTER UPON THE ABOVE MENTIONED PROPERTY FOR INSPECTION PURPOSES. DO NOT CONCEAL OR COVER ANY CONSTRUCTION UNTIL THE WORK IS INSPECTED AND THE INSPECTION IS RECORDED.

SIGNATURE OF OWNER/ CONTRACTOR/AGENT

DATE

29 WILDWOOD

B11-00636

City of Piedmont  
**INSPECTION ACTIVITY REPORT**

Permit No. B11-00636 Site Address 29 WILDWOOD  
Applied 8/25/2011 Applicant J HOWARD ENGINEERING  
Approved 8/26/2011 Owner EQUILON ENTERPRISES LLC  
Issued 8/26/2011 Contractor J HOWARD ENGINEERING  
Parent Permit No. Description REPLACE UPPER SEWER LATERAL - DEC 2010  
Notes WORK COMPLETED DURING SEWER REHAB 2009/2010 PROJECT

Lot  
Block  
Tract

Scheduled	Completed	Type	Inspector	Result	Remarks	Inspector's Comments
8/26/2011	8/26/2011	FINAL INSPECTION	CN	APPROVED		



**ATTACHMENT C: DPR 523 SERIES FORMS FOR 29 WILDWOOD AVENUE**

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 15

Resource Name: 29 Wildwood Avenue

P1. Other Identifier: Union 76 (gas station); Shell (gas station); *Piedmont Shell Auto Care* (auto repair)

P2. Location  Not for Publication  Unrestricted:

a. County: Alameda

b. USGS 7.5' Quad: *Oakland East, Calif.*, Date: 1997; T1S/R3W; *Rancho San Antonio*, M.D. BL&M

c. Address: 29 Wildwood Avenue City: Piedmont Zip: 946140-1043

d. UTM: Zone 10S; 566522mE/4186034mN

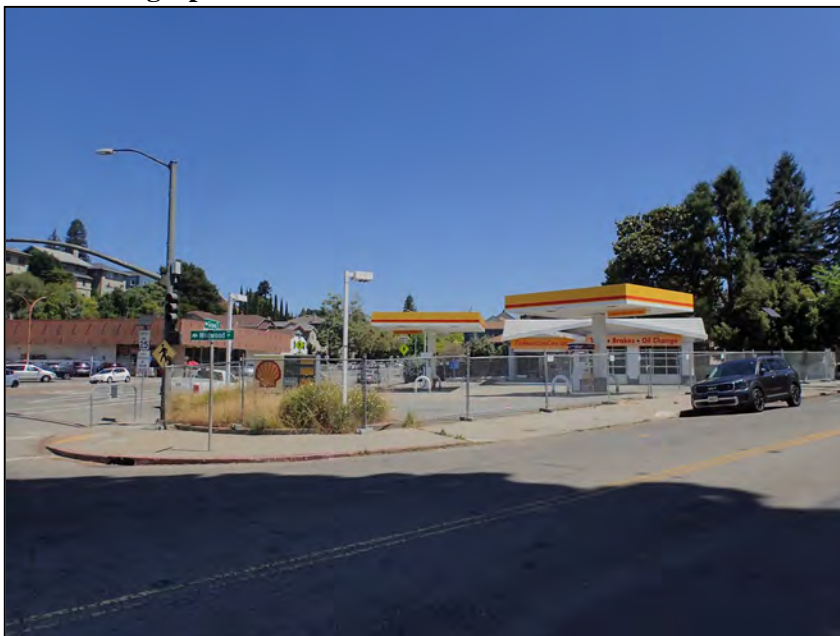
e. Other Locational Data: APN 051-4638-014-100

P3a. Description: This resource consists of a (now closed) gas station and automobile service center on a 0.206-acre triangular parcel at the Grand Avenue and Wildwood Avenue intersection along the border of Piedmont and Oakland. The station contains a single-story, 1,247-square foot building containing a convenience mart, twin-bay service garage service area with an office and public restroom and two fuel pump islands under metal canopies. The current building was constructed in 1959 by the Royal Dutch Shell Company on the site of an earlier Shell gas station and service garage built circa 1930. The current station opened in 1959 and later altered by Shell to reflect modernization campaigns. The building rests on a concrete foundation and is covered by a variable-pitched sweeping front-gabled roof with a steeply pitched mansard-like parapet. Roofing material appears to be aluminum panels that resemble shiplap siding. The walls are masonry with board and batten gable ends. Fenestration is comprised of fixed-pane, metal framed windows. The building's main, west-facing asymmetrical façade is accessed with a metal framed glass door and contains a convenience mart and office. A two-bay service garage forms most of the building's main, west-facing façade. Two detached canopies are west and northwest of the office/garage and shelters a concrete island and a fuel pump. The rear, east-facing façade is backed up against the property boundary. The remainder of the parcel is paved or poured concrete. The far western corner of the parcel contains a planter and a detached gas price sign. This building and is a modest example of vernacular style commercial architecture and is in fair condition. No other buildings, structures, or objects are located on the property. See continuation sheets.

P3b. Resource Attributes: HP6 (1-3 story commercial building)

P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other

P5. Photograph



P5b. Description of Photo:

29 Wildwood Avenue. View north from Grand and Wildwood intersection. LSA photo 7/5/24.

P6. Date Constructed/Age and Source:

Historic. Built 1958, City of Piedmont permit.

P7. Owner and Address:

Equilon Enterprises, LLC  
Post Office Box 4639  
Houston, Texas 77210-4639

P8. Recorded by:

Michael Hibma, M.A.  
LSA Associates, Inc.  
157 Park Place  
Point Richmond, California 94801

P9. Date recorded: 7/8/24

P10. Survey Type: Intensive

P11. Report citation: Hibma, Michael, 2024. *Historical Resource Evaluation of 29 Wildwood Avenue, City of Piedmont, Alameda County, California*. LSA Associates, Inc., Point Richmond, CA.

Attachments:  Location Map  Continuation Sheet  Building, Structure, and Object Record  
DPR 523A (1/95)

State of California – The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #  
HRI#

NRHP Status Code: 6Z

Resource Name: 29 Wildwood Avenue

Page 2 of 15

- B1. **Historic Name:** Shell Oil gas station – 1928-1935; 1936-1957; 1958-present) *Piedmont Shell Auto Care* (auto repair)
- B2. **Common Name:** *Piedmont Sheel Auto Care*; 29 Wildwood Avenue
- B3. **Original Use:** Gasoline (& diesel) fueling station and car repair facility
- B4. **Present Use:** Closed.
- B5. **Architectural Style:** Vernacular
- B6. **Construction History:** According to property specific information online, this gas station opened in 1958 and is the third Shell gas station on this property. The first Shell station was built on this site in 1928. This was later demolished in 1935 and second Shell Station constructed until it was demolished in 1957. The present building was constructed in 1958 by Shell. The station was later remodeled in 1972 and “refreshed” in following decades per later corporate branding campaigns. The station closed and was last used as a Shell gas station and an auto repair garage. Background research did not identify an architect or builder associated with the gas station or its infrastructure. It is likely the current station was designed by Shell’s in-house design team. Subsequent alterations include signage, roofing, canopies, service bay doors, a price sign at the westernmost corner of the 0.21-acre parcel.
- B7. **Moved?**  No
- B8. **Related Features:** None
- B9. **a. Architect:** Undetermined  
**b. Builder:** Undetermined
- B10. **Significance: Theme:** Transportation, commercial development **Area:** Piedmont, Alameda County  
**Period of Significance:** N/A **Property Type:** Fueling station/convenience market **Applicable Criteria:** N/A

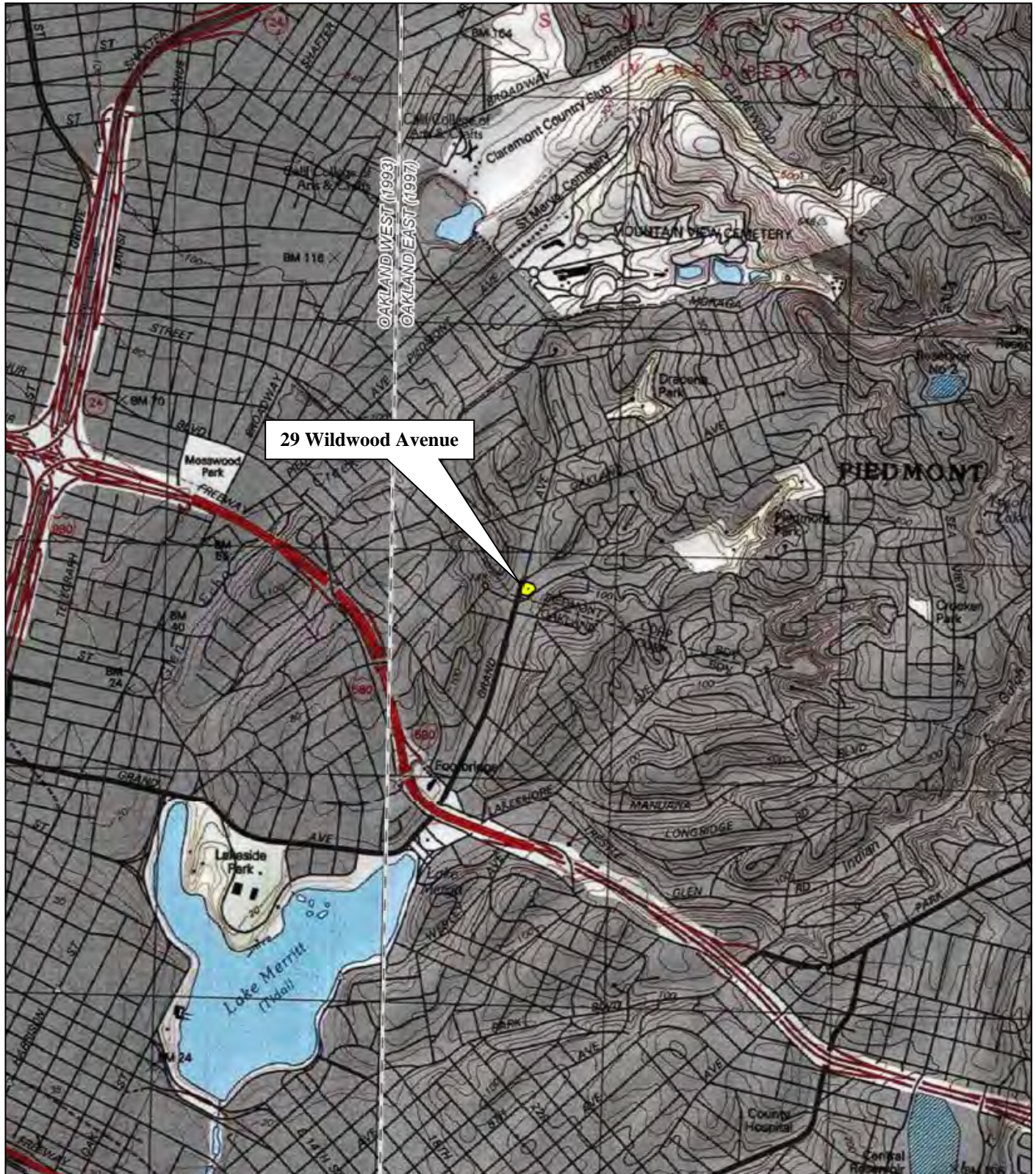
See continuation sheets.

- B11. **Additional Resource Attributes:** None
- B12. **References:**  
See continuation sheets.
- B13. **Remarks:** None
- B14. **Evaluator:**  
Michael Hibma, M.A.  
LSA Associates, Inc.  
157 Park Place,  
Richmond, California 94801

**Date of Evaluation:** 7/8/24



(This space reserved for official comments.)



**B10. Significance** (continued)

**HISTORICAL CONTEXT.** This resource is western Piedmont and adjacent to the City of Oakland in northern Alameda County. The following section identifies and elaborates the historic contexts of settlement and architectural patterns applicable to the resource and provides a descriptive typology of the applicable common architectural styles associated with the contexts. This resource has not been previously evaluated for national, state, or local significance. Please note – unless cited, this section is adapted from Chavez and Hupman, 2000.

**Settlement (1769-1848).** The first Spanish expedition to enter present-day Alameda County did so in 1769, under the leadership of Jose Francisco de Ortega. Searching for a route along the eastern side of the newly discovered San Francisco Bay, Ortega and his men marched as far north as Alameda Creek in Fremont. The following year Pedro Fages led his soldiers along Ortega's earlier path, advancing as far north as the Oakland/Berkeley hills where, on November 28, 1770, they sighted the entrance to the Bay. In 1772 Fages and Father Juan Crespi, in search of northern mission sites, again trekked through the Oakland area and onward to present-day Antioch. The earliest Spanish colonists to settle in the Bay Area arrived in Monterey, California from Sonora, Mexico in 1776, under the command of Juan Bautista de Anza. Leaving his party in the coastal village, Anza went ahead, reaching the northern end of the San Francisco Peninsula on March 17 and establishing sites for a presidio and a mission. Before he returned to Monterey, Anza and his chronicler, Fray Pedro Font, led a fourth expedition around the east side of the Bay. Following in Fages' footsteps, Anza's party ventured as far north as the Carquinez Straits (Chavez and Hupman, 2000:5).

Three months later, Jose Joaquin Moraga, Anza's lieutenant, and Farther Francis Palou, led twenty soldiers, seven settlers and their families, five vaqueros and muleteers, two-hundred head of cattle and a mule train carrying maize and beans from Monterey to the mission site, located on the shore of the *Arroyo Nuestra Senora de los Dolores*, at the head of Mission Creek. On October 9, 1776, the first mass was celebrated at Mission Francisco de Asis (Mission Dolores) (Ibid). Luis Maria Peralta was sixteen years old when he arrived in San Francisco with his parents and the other colonists in 1776. He enlisted as a soldier at the Monterey presidio and four years later married Maria Loreta Alviso. Between 1798 and 1800 he served as commander of the guard at Mission San Jose and from 1807 until 1822 as *comisionado* of the *Pueblo de San Jose*. On June 3, 1820, two years before Peralta retired, Pablo Vicente de Sola, the last Spanish governor of Alta California, issued him 43,372-acre Rancho San Antonio “for his loyalty, dedication, and service beyond the call of duty in almost 40 years in the Anny, and for the valuable assistance he rendered in the establishment of the missions of Santa Cruz and San Jose” (Ibid). Rancho San Antonio contain the lands that comprise the present-day cities of Alameda, Albany, Berkeley, Emeryville, Oakland, Piedmont and part of San Leandro are enclosed within the former Rancho San Antonio borders (Ibid).

After Mexico gained its independence in 1822, numerous land grants were issued throughout California to individuals who largely engaged in cattle ranching as well as in the hide and tallow trade. Over a dozen large ranchos were issued in Alameda County including the regranting of Rancho San Antonio, which was confirmed by the new Mexican government. Although Don Luis never lived on Rancho San Antonio, his sons, Ignacio, Domingo, Antonio and Vicente, engaged in agricultural and ranching activities on the land, aided by Native American and Hispanic farmers and vaqueros (Ibid:6). During the 1820s the Peraltas built an adobe headquarters on Rancho San Antonio, the first rancho homeplace in Alameda County (Ibid:6).

**American Period (1848-present).** After the signing the Treaty of Guadalupe-Hidalgo, in 1848, California became part of the United States and soon thereafter a commission was established to settle disputes arising over the validity of Mexican land grants. Although the American government confirmed Peralta family ownership of Rancho San Antonio in 1851, and three years later verified Vicente Peralta's claim to land that encompasses much of Piedmont, by 1854 he had spent most of the \$110,000 he had received from land sales on legal fees, taxes and high-interest loans accrued to gain title to his rancho. By the mid- 1 850s, less than 700 acres of land remained in Vicente's possession – the majority had passed into the hands of other parties (Ibid:6).

**B10. Significance** (continued)

**HISTORICAL CONTEXT** (continued). Those other parties included Vermont-native Walter Blair, who in 1852 purchased 600 acres of former rancho land roughly bound by Moraga, Scenic, Magnolia (earlier Piedmont) and Grand (earlier Pleasant Valley) Avenues. Blair built a small, one-room cabin at the corner of present-day Blair and Highland Avenues and within a few years his land boasted fields of barley and wheat as well as a herd of dairy cows. By the end of the decade the milk and butter produced at Blair's Dairy was being sold as far away as San Francisco. Throughout the 1850s and early 1860s this area was known as Oakland Heights. In addition to the dairy, the only other prominent landmark in the region was the Mountain View Cemetery, which opened its gates along the north side of Blair's property in 1865. The area's isolation began to wane, however, in 1868, when several businessmen founded the Piedmont Land and Water Company. Purchasing 350 acres of land, which occupied a comparatively level plateau that rose from 300 to 500 feet in elevation (bound by approximately present-day Oakland Avenue on the north, Grand Avenue on the west, the Piedmont city limits on the south and the curving roadway alignments of Oakhurst, Wildwood, Highland and Mountain Avenues on the east), the Piedmont Land Company established Piedmont Park (or Piedmont Springs) and subdivided most of the property into 1.2- to 14.5-acre parcels; the blocks enclosed by Oakland, Highland, Magnolia and Hillside Avenues were subdivided into parcels measuring 180 x 100 feet or less (Ibid :7)

In 1870 the 2-story, verandah-encircled Piedmont Springs Hotel and its adjoining cottages were constructed south of present-day Magnolia Avenue at the head of Highland Avenue. The hotel was situated near the locally famous Mineral Springs, the water was said to possess great curative qualities. Blair, who had earlier established a horsecar line extended the tracks across his fields and up to the hotel (Ibid:7). Wealthy San Franciscans visiting the hotel during the 1870s soon began building estates in Piedmont Park. Because some properties were so impressive, offering panoramic views of the entire Bay Area, they were referred to by name, including Isaac Requa's Highlands, Lucius A. Booth's Hazel Hill and A. N. Towne's Fridhem (Ibid:7). In 1881 the first Piedmont schoolhouse was built near the intersection of present-day Wildwood and Grand Avenues. Around 1890 Oakland Avenue was constructed "up a series of steep grades, over cuts and fills, until it reached the topmost Avenue, then known as Vernal but now called Highland." A cable car line was immediately laid down, which extended east up Oakland Avenue, north on Highland and a short way west on Moraga Avenue. From there the cars returned to Oakland Avenue near present-day Carmel Avenue (Ibid:8). In 1893 an electric car route ran from the City of Oakland, up Broadway and present-day Piedmont Avenue into Piedmont via the right-of-way between Arroyo Avenue/Park Way and Ramona Avenue; it then continued south along Highland Avenue (Ibid:8).

As a result of the development of these transportation systems, the East Bay population grew. Real estate developers subdivided their estates and held weekend picnics and auctions to sell lots. Between 1890 and 1905 the Sather Tract, Lincoln Park and the Piedmont Cable Tract were laid out along the Oakland Avenue cable car line while the Central Piedmont, Huntoon, Terminal and Alta Piedmont Tracts fronted the electric car route (Ibid:8). Transportation improvements continued into the 1900s. In 1904, an interurban electric train and ferry system was developed, which allowed the people of both San Francisco and Piedmont to travel back and forth quickly and easily across the Bay (Ibid:8). Two years later, thousands of San Franciscans flooded into the East Bay following the 1906 Earthquake and Fire. Fearing annexation by Oakland, one-thousand residents of Piedmont voted to incorporate their City on January 30, 1907 (Ibid:8).

Between 1906 and 1916, Piedmont's subdivisions filled in. By 1914 there were 700 houses in Piedmont, and although wealthy people continued to build large, beautiful homes in the hills, the more-modest one-story California Bungalow with its large front porch became immensely popular with newcomers of more modest means. By 1930 most of the lots were bought-up and new tracts laid-out across the remnant rural and vacant areas. The last of the large-scale subdivisions were complete and nearly every current Piedmont roadway alignment was established. Nevertheless, numerous vacant lots remained. During the early-and mid-1930s a second building boom began, which continued well into the 1940s (Ibid:8-9).

**B10. Significance** (continued)

**HISTORICAL CONTEXT** (continued).

**Gas Stations.** Strongly associated with the 20th century and the spread of the automobile, gas stations (or filling stations) are one of the most common building types in the United States. Early stations were at car dealerships or alongside neighborhood hardware or grocery stores. The rapid spread of affordable, simple, and durable automobiles (like Ford’s Model T) gave individual Americans the ability to move about more independently and free from railroad transportation. This demand resulted in a standalone, dedicated facility to provide fuel for motorists. In response, many types of gas stations were built to refill vehicles; however, there are five distinct iterations of the American gas station: Shed-Type, Multiple-Use, House-Type, Programmatic-Type, Box-Type, and Stylized-Type stations (Randl 2008:1-4).

The increase in stations and automobiles created congestion at curbside pumps. Gas stations were increasingly sited on corner lots with deep curb setbacks with curb cuts for maximum motorist visibility from two directions and for safer refueling. As the gas station became a stand-alone operation, it developed its own building type (Shed-Type), typically small but enough to provide all-weather shelter for the attendant. Following World War I, city planners in some locations began to regulate gas stations. Planners recognized the value of main roads into cities and the gas station was considered a civic asset (Jakle 1994:187-190).

Architects began to professionally design gas stations to reflect austere, civic-minded designs in the Beaux-Arts or Classical Revival styles. Outside of the central cities, suburbs were developing at a rapid pace. To make stations appealing in these areas, architects typically referenced the Revival-style architecture then-popular in residential design. Referred to as the “House Type,” this station resembled a small house covered with a hipped roof to create a *porte-cochère* or canopy over the gas pumps. In response to increasing demand and competition from multiple refiners, large oil companies began to use architects to develop stations to serve as a respectable civic amenity and develop a marketable brand association for motorists.

House-style stations allowed for easy brand association, such as English cottage-styled stations for Pure Oil or Colonial Revival-styled station for Socony Oil (Jakle 1994:167-175). Other examples, referred to as a “Programmatic Type” station, included facilities that resembled the shape of animals, food, tea kettles, windmills, icebergs, tepees, and so forth (Randl 2008:3), with the idea being to lure curious motorists to examine a fanciful building while refilling. During the Depression, gas sales slumped, and gas station owners expanded their services to include tire and battery sales, and general repair services. As the economy recovered, an emphasis on sales and service, in addition to gasoline, would continue to influence the design of stations. As a result, the typical gas station grew to include a garage, office, and public restrooms. This form would dominate gas station layout and functions through the 1960s (Randl 2008:4, 14; Jakle 1994:67-78).

Following the stock market crash of 1929 and the Great Depression of the 1930s, gas station designers reflected emerging social and economic trends in design that stripped away elaborate materials and ornamentation to emphasize a sense of smooth motion conveyed by clean lines and lowered construction costs. Known as “Streamlining,” this design concept reflected the hope held by many that science and technology would rejuvenate the economy. The streamlining design movement of the 1930s helped establish the modern post-World War II American aesthetic, which abandoned historical or nationalistic references in architecture. Bricks and stone were replaced with sheets of glass or metal. This found widespread favor as a reflection of post-war American society and spread to all major cities and outlying areas (Gelernter 1999:262-263).

**B10. Significance** (continued)

**HISTORICAL CONTEXT** (continued).

By World War II, the House and Programmatic station types were replaced with a “Box Type” station that typically were clad in smooth, finished materials to give an impression of efficiency, cleanliness, order, and professionalism. These stations were often prefabricated and easily replicable across America’s roadways. These materials were easy to clean, maintain, or replace. These stations were typically painted white, to further stress aspects of modernity and cleanliness, with bold accent colors and signage displaying corporate logos to reinforce branding. This prefabricated architecture was (and remains) economical to build, with a simple design that conveyed branding without elaborate ornamentation that was easily replicated, a quality that appealed to businesses (Wiseman 2000:149). Several character-defining features of the vernacular style include: a simple roofline with a medium-to-low pitch, a small, generally rectangular building footprint, minimal ornamentation, simple construction techniques, minimal façade ornamentation, and the use of mass-produced materials such as formed concrete, chrome, or plated surfaces (Gelernter 1999:248-249; McAlester 2013:752-763).

**Vernacular**

A useful approach to understanding what vernacular style is, can begin by defining what it *is not*. That is, vernacular architecture is not overly formal or monumental in nature but is represented by unadorned construction that is not designed by a professional architect. Vernacular architecture is the commonplace or ordinary building stock that addresses a practical purpose with a minimal amount of flourish or otherwise traditional or ethnic influences (Upton and Vlach 1986:xv-xxi, 426-432). The historical roots of the vernacular style in the United States dates from colonial settlement during the 16th and 17th centuries. European immigrants, either of modest independent means or financed with corporate backing, brought with them a wood-based building tradition. From this combination came a new building tradition associated with unsettled and heavily forested land and a young population.

This new style, vernacular style, was “characterized by short-lived or temporary dwellings focused on the family and distinct from the place of work” (Jackson 1984:85-87). Typically associated with older, hand-built rural buildings in remote or rural, agricultural settings, vernacular architecture can also include modern, prefabricated, general purpose steel buildings used as shop space, warehouses, discount-clearance centers, and many other uses (Gottfried and Jennings 2009:9-16). Character-defining features of Vernacular architecture include: a simple roofline, a small building footprint, simple construction techniques and materials, and design and construction by a carpenter or general building contractor with no visible or discernable style (McAlester 2013: 753).



**B10. Significance** (continued)

**CALIFORNIA REGISTER OF HISTORICAL RESOURCES ELIGIBILITY EVALUATION**

The following section evaluates whether the gas station at 29 Wildwood Avenue possesses significant historical associations that would qualify it as eligible for inclusion in the California register of Historical resources (CRHR) and meet the definition of a “historical resource” for the purposes of the California Environmental Quality Act (California Code of Regulations §15064.5(a)).

Under **CRHR Criterion 1**, research indicates that this property is associated with the growth of Piedmont and the in the 20th century. The gas station was built in 1958 by the Shell Oil Company. The architect was undetermined but is likely the design of Shell’s in-house design team. By the 2000s it was subsequently altered to its present form as part of routine corporate re-branding and marketing campaigns. The building is one of few commercial buildings in Piedmont, a community that is mostly residential, associated with this period of growth and one of thousands of similar gas station facilities in California and nationwide. No evidence was identified to elevate the gas station at 29 Wildwood Avenue in associative stature. It does not possess specific, important associations within its historic context to distinguish it from other buildings with a similar construction history and use. For these reasons, the gas station at 29 Wildwood Avenue does not appear eligible for inclusion in the CRHR under Criterion 1.

Under **CRHR Criterion 2**, research did not identify an association with the gas station at 29 Wildwood Avenue with any persons important in our past. The building’s architect and builder were not identified. Previous owners or individuals who managed or were otherwise responsible for operating the station would not have lived on site. For these reasons, the gas station at 29 Wildwood Avenue does not appear eligible for inclusion in the CRHR under Criterion 2.

Under **CRHR Criterion 3**, the gas station at 29 Wildwood Avenue possesses some of the general characteristics of Vernacular commercial architecture, a well-represented style in the existing building stock of Piedmont and Alameda County and to the thousands of similar gas station facilities in California and nationwide. The building’s architect and builder were not identified. As one of many similar gas stations located on major transportation route statewide, it retains several elements commonly associated with gasoline filling stations such as “islands” with gas pumps and covered by a canopy to shelter the pumps and motorists from inclement weather, modified to conform to subsequent corporate branding and advertising campaigns, diminishing this station’s ability to retain the distinctive characteristics of this ubiquitous property type as an example from the late 1950s. For all these reasons, the gas station at 29 Wildwood Avenue is not an intact or exceptional specimen of this common architectural style is not eligible for inclusion in the CRHR under Criterion 3.

Under **CRHR Criterion 4**, the gas station at 29 Wildwood Avenue is not a significant or likely source of important information regarding history or prehistory. This criterion is typically used to evaluate the potential for archaeological deposits to contain information important in understanding past lifeways. Its application to architecture is less common in eligibility assessments due to the prevalence of popular publications that document the form, materials, and design of a given building type. Information about the Vernacular architecture style and construction methods nearly universally found in the construction of gas stations in the United States can be obtained from other widely available sources. This gas station and convenience store is unlikely to yield information important to the history of Piedmont, Alameda County, or California. For these reasons, the 29 Wildwood Avenue does not appear to eligible for inclusion in the CRHR under Criterion 4.

**Integrity Assessment.** Historical integrity refers to a resource’s ability to convey its significant historical associations. Integrity is a critical component of historic properties that are listed or eligible for CRHR listing. A building’s integrity is assessed only after significance is established. This gas station at 29 Wildwood Avenue is not significant under any criteria and is not eligible for listing in the CRHR; therefore, its integrity was not assessed.

**B10. Significance** (continued)

**CALIFORNIA REGISTER OF HISTORICAL RESOURCES ELIGIBILITY EVALUATION** (continued)

**Conclusion.** The gas station at 29 Wildwood Avenue. is associated with 20th century growth of Piedmont. The building does not appear significant under any CRHR criteria, and, as result, its integrity was not assessed. For these reasons, the gas station at 29 Wildwood Avenue does not appear eligible for inclusion in the CRHR. The building does not qualify as a “historical resource” for the purposes of CEQA (as defined by Public Resources Code Section 21084.1).

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P5a. Photograph (continued)



29 Wildwood Avenue. Office and service garage building. South façade and partial west façade.  
View northeast. LSA photograph 7/5/24.



29 Wildwood Avenue. West façade. Office and service garage and two detached islands with canopies.  
View east. LSA photograph 7/5/24.

P5a. Photograph (continued)



29 Wildwood Avenue. Office and service garage building. South façade. View north.  
LSA photograph 7/5/24.



29 Wildwood Avenue. Office and service garage building. North façade. View south.  
LSA photograph 7/5/24.

P5a. Photograph (continued)



29 Wildwood Avenue. Southern (Wildwood Avenue side) fuel island and canopy. View southeast.  
LSA photograph 7/5/24.



29 Wildwood Avenue. Northern (Grand Avenue side) fuel island and canopy. Office/service garage beyond.  
View east. LSA photograph 7/5/24.

P5a. Photograph (continued)



29 Wildwood Avenue. Gas station in center, middle distance. View east from Grand Avenue and Jean Street intersection and up Wildwood Avenue. Grand Avenue alignment at left.  
LSA photograph 7/5/24.



## **APPENDIX C**

# **NOISE MEASUREMENT SHEETS**



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# Noise Measurement Survey – 24 HR

Project Number: 20241601

Test Personnel: Dana Kwan

Project Name: 29 Wildwood EV

Equipment: Spark 706RC (SN:17119)

Site Number: LT-1 Date: 6/13/24

Time: From 4:00 p.m. To 4:00 p.m.

Site Location: On a chain link fence along the northwest border of the project site, approximately 60.9 feet from the center of the Grand Avenue center turn bay

Primary Noise Sources: Vehicle traffic from Grand Avenue (primary), vehicle traffic from Wildwood Avenue (secondary), neighborhood and retail noises (secondary)

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Photo:



## Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		$L_{eq}$	$L_{max}$	$L_{min}$
4:00 PM	6/13/24	61.0	75.4	50.4
5:00 PM	6/13/24	61.2	78.5	48.8
6:00 PM	6/13/24	60.3	72.5	49.0
7:00 PM	6/13/24	60.6	82.5	47.6
8:00 PM	6/13/24	58.8	73.3	47.4
9:00 PM	6/13/24	58.3	73.4	47.8
10:00 PM	6/13/24	57.1	73.4	46.2
11:00 PM	6/13/24	54.1	70.2	45.0
12:00 AM	6/14/24	53.4	75.4	42.0
1:00 AM	6/14/24	50.4	70.6	39.8
2:00 AM	6/14/24	52.7	66.9	38.5
3:00 AM	6/14/24	52.7	72.9	38.9
4:00 AM	6/14/24	48.5	68.4	42.0
5:00 AM	6/14/24	52.5	69.9	42.0
6:00 AM	6/14/24	56.2	71.2	42.6
7:00 AM	6/14/24	62.3	89.6	46.2
8:00 AM	6/14/24	60.9	71.8	47.9
9:00 AM	6/14/24	61.0	77.1	49.0
10:00 AM	6/14/24	60.4	73.3	48.2
11:00 AM	6/14/24	60.3	75.2	49.3
12:00 PM	6/14/24	61.1	84.0	49.8
1:00 PM	6/14/24	59.6	74.1	48.7
2:00 PM	6/14/24	60.5	77.4	48.5
3:00 PM	6/14/24	60.7	82.6	47.3

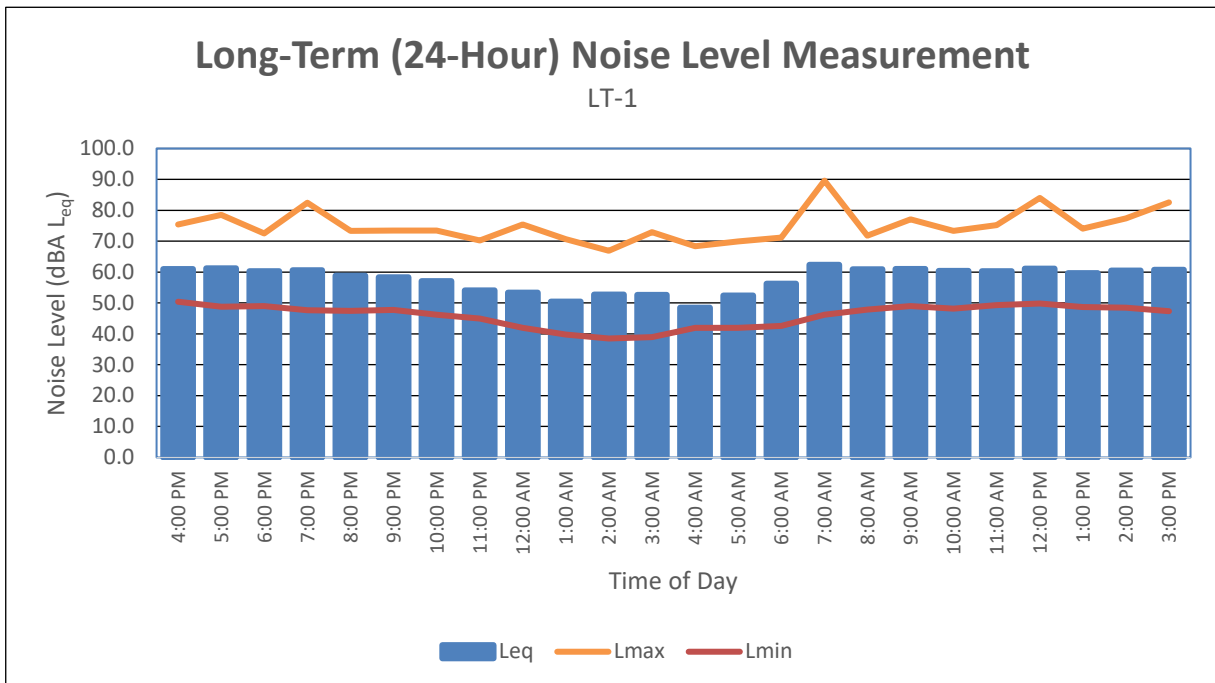
Source: Compiled by LSA Associates, Inc. (2024).

dBA = A-weighted decibel

$L_{eq}$  = equivalent continuous sound level

$L_{max}$  = maximum instantaneous noise level

$L_{min}$  = minimum measured sound level



## Noise Measurement Survey – 24 HR

Project Number: 20241601  
Project Name: 29 Wildwood EV

Test Personnel: Dana Kwan  
Equipment: Spark 706RC (SN:18906)

Site Number: LT-2 Date: 6/13/24

Time: From 4:00 p.m. To 4:00 p.m.

Site Location: On a speed limit pole southeast of the project boundary, approximately 16.5 feet from the Wildwood Avenue centerline

Primary Noise Sources: Vehicle traffic from Grand Avenue (primary), vehicle traffic from Wildwood Avenue (secondary), neighborhood noises (secondary)

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Photo:



## Long-Term (24-Hour) Noise Level Measurement Results at LT-2

Start Time	Date	Noise Level (dBA)		
		L <sub>eq</sub>	L <sub>max</sub>	L <sub>min</sub>
4:00 PM	6/13/24	59.1	80.6	48.3
5:00 PM	6/13/24	59.9	78.9	47.6
6:00 PM	6/13/24	58.3	78.8	46.0
7:00 PM	6/13/24	57.6	75.3	44.8
8:00 PM	6/13/24	55.8	71.3	45.3
9:00 PM	6/13/24	55.2	73.0	45.0
10:00 PM	6/13/24	53.4	73.8	42.9
11:00 PM	6/13/24	50.8	71.0	42.2
12:00 AM	6/14/24	50.3	72.7	40.3
1:00 AM	6/14/24	47.0	68.2	39.0
2:00 AM	6/14/24	48.3	72.3	38.9
3:00 AM	6/14/24	48.1	67.8	39.7
4:00 AM	6/14/24	46.4	63.5	42.1
5:00 AM	6/14/24	53.6	76.2	43.6
6:00 AM	6/14/24	55.3	74.3	43.7
7:00 AM	6/14/24	59.0	77.8	45.9
8:00 AM	6/14/24	58.9	79.7	47.2
9:00 AM	6/14/24	58.8	75.2	47.5
10:00 AM	6/14/24	57.5	73.3	46.9
11:00 AM	6/14/24	57.8	78.6	47.2
12:00 PM	6/14/24	58.6	76.5	46.7
1:00 PM	6/14/24	57.2	74.2	45.8
2:00 PM	6/14/24	58.3	77.8	46.0
3:00 PM	6/14/24	58.2	79.4	46.1

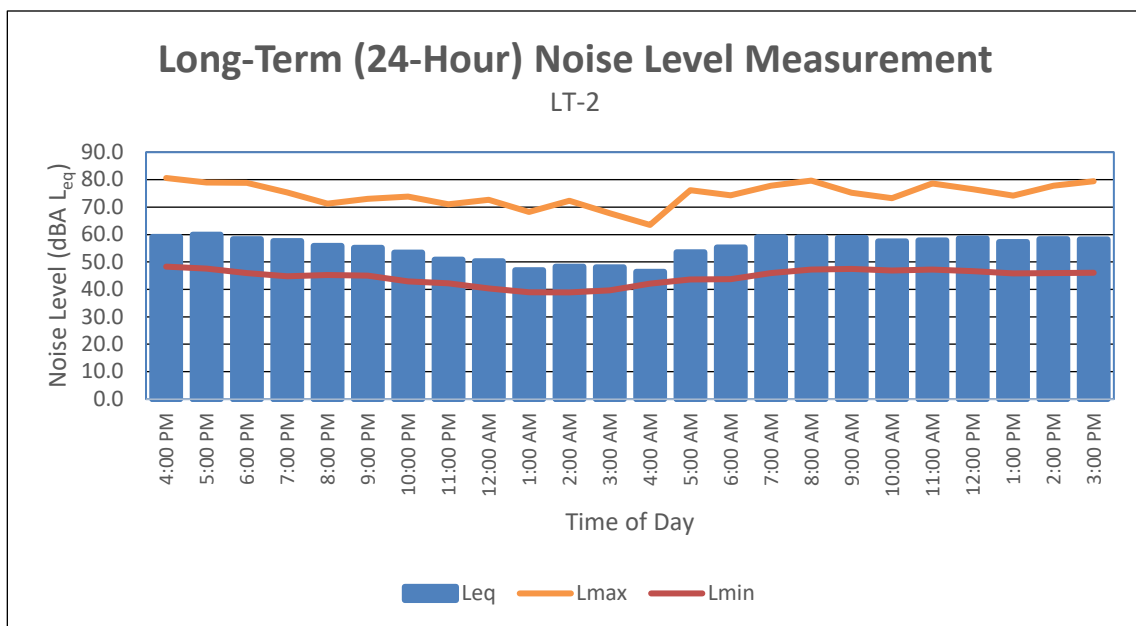
Source: Compiled by LSA Associates, Inc. (2024).

dBA = A-weighted decibel

L<sub>eq</sub> = equivalent continuous sound level

L<sub>max</sub> = maximum instantaneous noise level

L<sub>min</sub> = minimum measured sound level



## **APPENDIX D**

# **TRIP GENERATION AND VEHICLE MILES TRAVELED ANALYSIS**



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## MEMORANDUM

**DATE:** June 14, 2024

**To:** Kevin Jackson, Planning and Building Director, City of Piedmont

**FROM:** Arthur Black, Principal Transportation Planner, LSA

**SUBJECT:** Trip Generation and Vehicle Miles Traveled Analysis for 29 Wildwood Avenue, Piedmont, California

### INTRODUCTION

LSA has prepared an analysis of transportation for the proposed demolition of an existing gasoline and automotive repair station at 29 Wildwood Avenue in Piedmont, California. The proposed 29 Wildwood Avenue Electric Vehicle Charging Station Project (project) would replace the existing buildings with a 14-stall electric vehicle (EV) charging station including new canopy structures, fencing, EV charging kiosks, exterior lighting, auxiliary equipment, landscaping, and commercial signage at the project site. The current structures include four fueling stations under two canopies, a one-story building containing a minor auto-repair shop and a convenience store, and a temporary metal storage container. The project site is currently, and will continue to be, accessed from both Grand Avenue and Wildwood Avenue.

### TRIP GENERATION

As stated previously, the project would demolish an existing gasoline station with four fueling positions and construct a 14-stall EV charging station. The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Eleventh Edition (2021)<sup>1</sup> provides trip generation rates for many land uses, including gasoline stations. Furthermore, the ITE *Trip Generation Handbook*, Third Edition (2017)<sup>2</sup> provides information regarding the rate of trips to a land use already on the roadway network and diverting to the land use as drivers pass by.

Trip generation data for EV charging stations were not provided in the *Trip Generation Manual*. LSA contracted with an independent data collection company to survey three EV charging stations for three days each. LSA then calculated an average trip generation rate per charging position from the

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<sup>1</sup> Institute of Transportation Engineers (ITE). 2021. *Trip Generation Manual*, Eleventh Edition.

<sup>2</sup> Institute of Transportation Engineers (ITE). 2017. *Trip Generation Handbook*, Third Edition.

surveyed trip generation data. These data, including LSA calculations, are provided as an attachment.

LSA calculated pass-by trips using methodology provided in the *Trip Generation Handbook*. Survey data identified that 58 percent of trips in the AM peak hour and 42 percent of trips in the PM peak hour to gasoline stations are by vehicles already traveling on the adjacent street. The lower value of 42 percent was applied to daily trips. Survey data collected at the EV charging stations by the independent data collection company found that the occurrence of pass-by trips to the EV charging stations was slightly lower than pass-by trips to the gasoline stations. In the AM peak hour, 47 percent of vehicles were already on the adjacent roads. In the PM peak hour, 39 percent of vehicles were already on the adjacent roads. Throughout the day, 41 percent of vehicles were already on the adjacent roads.

Table A summarizes the trip generation and pass-by trip data and compares traffic generated by the existing land use and the project. As Table A indicates, the proposed project is anticipated to generate 123 fewer daily trips and fewer trips in the AM and PM peak hours than the existing gasoline station, even accounting for lower pass-by trip frequency at EV charging stations.

**Table A: Trip Generation Comparison**

Land Use (ITE Land Use Code)	Size	Unit	ADT	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
<b>Trip Rates</b>									
Gasoline/Service Station (944) <sup>1</sup>		Positions	172.01	5.14	5.14	10.28	6.96	6.95	13.91
EV Charging Station <sup>2</sup>		Positions	33.43	0.90	0.80	1.70	0.93	0.96	1.89
<b>Existing Land Uses</b>									
Gasoline/Service Station	4	Positions	688	21	21	42	28	28	56
Pass-by Trips <sup>3</sup>			(289)	(12)	(12)	(24)	(12)	(12)	(24)
<i>Net Existing Trip Generation</i>			399	9	9	18	16	16	32
<b>Proposed Project Trip Generation</b>									
EV Charging Station	14	Positions	468	13	11	24	13	13	26
Pass-by Trips <sup>2</sup>			(192)	(6)	(5)	(11)	(5)	(5)	(10)
<i>Net Proposed Trip Generation</i>			276	7	6	13	8	8	16
<b>Net Trip Generation (Proposed - Existing)</b>			<b>(123)</b>	<b>(2)</b>	<b>(3)</b>	<b>(5)</b>	<b>(8)</b>	<b>(8)</b>	<b>(16)</b>

<sup>1</sup> Trip rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition (2021).

<sup>2</sup> Trip Rates and Pass-By Trips based on surveys of the following 3 EV charging facilities on August 29-31, 2023.

(1) Fountain Valley (9380 Warner Avenue), (2) Westminster (1025 Westminster Mall), and (3) Santa Monica (1425 Santa Monica Boulevard).

<sup>3</sup> Pass-by rates based on the ITE *Trip Generation Handbook*, 3<sup>rd</sup> Edition (2017).

ADT = average daily traffic

EV = electric vehicle

ITE = Institute of Transportation Engineers

The 2023 Alameda County Congestion Management Program (CMP) states that projects are reviewed if they will cause a net increase of 100 or more PM peak hour vehicle trips. The proposed project is below this threshold for review. Because the project would generate fewer trips than the existing land use and is below the threshold for review established in the CMP, it is determined that

the project does not have the potential to significantly affect roadway operations compared to existing land uses.

## VEHICLE MILES TRAVELED

This memorandum addresses whether the project has the potential to conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b). This section considers whether the vehicle miles traveled (VMT) generated by a project would exceed an applicable threshold of significance. *State CEQA Guidelines* Section 15064.3 does not establish a VMT threshold, and historically, the State has not established California Environmental Quality Act (CEQA) thresholds, deferring instead to Lead Agencies.

Certification of revised CEQA guidelines occurred on December 28, 2018. As part of this certification, a deadline of July 1, 2020, was established for jurisdictions to adopt thresholds for evaluation of transportation impacts according to VMT. The City of Piedmont (City) does not appear to have prepared revised traffic impact guidelines or separate VMT analysis guidelines by the July 1, 2020, deadline. However, simultaneous with adoption of CEQA rule changes, the Governor's Office of Planning and Research (OPR) published the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Technical Advisory) (December 2018).

The Technical Advisory includes a discussion of the use of screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. One of the recommendations is to screen small projects. The Technical Advisory specifically indicates that projects generating or attracting fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact. This value may be arbitrarily low in this set of recommendations; however, Table A shows that the project is anticipated to generate 123 fewer trips per day than the existing land use. With a net reduction in daily trips, the project would be considered a small project. Because the project's trip generation is below an applicable threshold of significance (i.e., the screening threshold), the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b), and the transportation impact for the purposes of CEQA would be less than significant.

## CONCLUSION

This analysis estimated the project would result in 123 fewer daily trips than the existing land use, including fewer trips in the AM and PM peak hours. Because the project would generate fewer trips than the existing land use and is below the threshold for review established in the CMP, it is determined that the project does not have the potential to significantly affect roadway operations compared to existing land uses.

The project is a small project generating fewer than 110 new daily trips. Therefore, the project meets screening thresholds for not requiring additional analysis of project VMT and would be presumed to have a less-than-significant impact on transportation under CEQA.

Attachment: A: Trip Generation / EV Charging Survey

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## ATTACHMENT A

### TRIP GENERATION / EV CHARGING SURVEY

## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers (3 Sites)  
 CITY: Fountain Valley, Westminster, Santa Monica

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**98 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	1642
TOTAL PASS-BY TRIPS	666
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	462
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	3274

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	74	66	140	PM Pk Hr Trips	100	99	199
AM Pk Hr Trip Rates	0.76	0.67	1.43	PM Pk Hr Trip Rates	1.02	1.01	2.03
AM Pass-By Trips	36			PM Pass-By Trips	36		
AM Pass-By Trip %	49%			PM Pass-By Trip %	36%		
				AM Int Trip Capt	25		
				PM Int Trip Capt	25		
				AM Int Trip Capt %	34%		
				PM Int Trip Capt %	25%		
				Daily Trip Rate	33.41		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	988
TOTAL PASS-BY TRIPS	393
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	258
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	3377

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	90	77	167	PM Pk Hr Trips	96	102	198
AM Pk Hr Trip Rates	0.92	0.78	1.70	PM Pk Hr Trip Rates	0.98	1.04	2.02
AM Pass-By Trips	41			PM Pass-By Trips	19		
AM Pass-By Trip %	46%			PM Pass-By Trip %	40%	(of 48)	
				AM Int Trip Capt	21		
				PM Int Trip Capt	14		
				AM Int Trip Capt %	23%		
				PM Int Trip Capt %	29%	(of 48)	
				Daily Trip Rate	34.46		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	668
TOTAL PASS-BY TRIPS	281
PASS-BY TRIP %	42%
TOTAL INTERNAL TRIP CAPTURE	164
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	3178

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	101	91	192	PM Pk Hr Trips	76	82	158
AM Pk Hr Trip Rates	1.03	0.93	1.96	PM Pk Hr Trip Rates	0.78	0.83	1.61
AM Pass-By Trips	22			PM Pass-By Trips	16		
AM Pass-By Trip %	48%	(of 46)		PM Pass-By Trip %	46%	(of 35)	
				AM Int Trip Capt	14		
				PM Int Trip Capt	10		
				AM Int Trip Capt %	30%	(of 46)	
				PM Int Trip Capt %	29%	(of 35)	
				Daily Trip Rate	32.43		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	3298
TOTAL PASS-BY TRIPS	1340
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	884
INTERNAL TRIP CAPTURE %	27%
TOTAL DAILY TRIPS	9829

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	265	234	499	PM Pk Hr Trips	272	283	555
AM Pk Hr Trip Rates	0.90	0.80	1.70	PM Pk Hr Trip Rates	0.93	0.96	1.89
AM Pass-By Trips	99			PM Pass-By Trips	71		
AM Pass-By Trip %	47%	(of 210)		PM Pass-By Trip %	39%	(of 183)	
				AM Int Trip Capt	60		
				PM Int Trip Capt	49		
				AM Int Trip Capt %	29%	(of 210)	
				PM Int Trip Capt %	27%	(of 183)	
				Daily Trip Rate	33.43		

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
 CITY: Fourtman Valley

DATE: 8/29/2023  
 DAY: Tuesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Warner Ave or Bushard Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?			
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE	
0:00	2	2	4	0	0	2	0	2	0	0
0:15	3	1	4	0	1	2	0	3	0	0
0:30	3	2	5	0	1	2	0	3	0	0
0:45	2	4	6	0	0	2	0	2	0	0
1:00	0	2	2	0	0	0	0	0	0	0
1:15	1	1	2	0	1	0	0	1	0	0
1:30	2	2	4	0	1	1	0	2	0	0
1:45	1	0	1	0	0	1	0	1	0	0
2:00	1	1	2	0	1	0	0	1	0	0
2:15	1	3	4	0	0	1	0	1	0	0
2:30	1	0	1	0	1	0	0	1	0	0
2:45	0	1	1	0	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0
3:30	1	0	1	0	0	1	0	1	0	0
3:45	1	0	1	0	0	1	0	1	0	0
4:00	0	1	1	0	0	0	0	0	0	0
4:15	0	1	1	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0
5:15	3	0	3	0	1	1	0	2	1	1
5:30	0	1	1	0	0	0	0	0	0	0
5:45	1	1	2	0	0	0	0	0	1	0
6:00	0	1	1	0	0	0	0	0	0	0
6:15	4	1	5	0	3	1	0	4	0	0
6:30	5	1	6	0	3	1	0	4	1	1
6:45	2	4	6	0	0	1	0	1	1	1
7:00	2	3	5	0	1	0	0	1	1	1
7:15	2	0	2	0	2	0	1	1	0	0
7:30	2	4	6	0	1	2	0	3	0	0
7:45	4	2	6	0	2	0	1	1	1	2
8:00	2	3	5	0	1	1	1	1	0	0
8:15	3	2	5	0	1	2	1	0	0	0
8:30	3	4	7	0	0	1	1	0	2	2
8:45	4	2	6	0	2	1	3	0	1	1
9:00	4	4	8	0	3	1	3	1	0	0
9:15	1	0	1	0	2	1	1	2	0	0
9:30	4	6	10	0	0	2	1	1	2	2
9:45	6	2	8	0	3	2	3	2	1	1
10:00	6	4	10	0	1	2	3	0	3	3
10:15	3	6	9	0	2	0	2	0	1	1
10:30	3	9	12	0	3	0	3	0	0	0
10:45	5	4	9	0	2	1	2	1	1	1
11:00	5	4	9	0	2	3	5	0	0	0
11:15	3	4	7	0	0	2	2	0	1	1
11:30	3	8	11	0	1	1	1	1	1	1
11:45	3	2	5	0	2	1	1	2	0	0
12:00	5	4	9	0	3	2	4	1	0	0
12:15	5	5	10	0	2	2	3	1	1	1
12:30	5	2	7	0	2	1	3	0	0	0
12:45	3	2	5	0	3	0	3	0	0	0
13:00	3	7	10	0	2	1	2	1	0	0
13:15	3	5	8	0	3	0	3	0	0	0
13:30	5	4	9	0	2	2	3	1	1	1
13:45	4	5	9	0	1	2	3	1	1	1
14:00	6	4	10	0	2	5	4	1	0	0
14:15	4	5	9	0	3	1	2	2	0	0
14:30	2	3	5	0	1	1	1	1	0	0
14:45	5	2	7	0	2	2	1	3	1	1
15:00	2	2	4	0	2	0	1	1	0	0
15:15	4	2	6	0	2	2	3	1	0	0
15:30	5	3	8	0	3	0	1	2	2	2
15:45	4	4	8	0	3	1	1	3	0	0
16:00	7	3	10	1	3	3	2	4	1	1
16:15	6	6	12	2	4	2	1	5	0	0
16:30	3	5	8	0	1	2	0	3	0	0
16:45	4	3	7	0	2	2	1	3	0	0
17:00	3	6	9	0	2	1	0	3	0	0
17:15	7	5	12	0	3	2	2	3	2	2
17:30	7	5	12	0	4	3	3	4	0	0
17:45	2	4	6	0	1	1	0	2	0	0
18:00	6	5	11	0	5	1	1	5	0	0
18:15	8	4	12	3	4	4	2	6	0	0
18:30	4	3	7	3	2	1	2	1	1	1
18:45	5	6	11	2	4	1	2	3	0	0
19:00	3	3	6	0	3	0	1	2	0	0
19:15	4	5	9	0	2	1	0	3	1	1
19:30	7	6	13	2	4	3	2	5	0	0
19:45	4	6	10	0	2	2	1	3	0	0
20:00	7	5	12	1	4	3	1	6	0	0
20:15	5	4	9	2	0	4	0	4	1	1
20:30	4	7	11	0	3	1	0	4	0	0
20:45	4	4	8	0	2	1	0	3	1	1
21:00	2	3	5	0	1	1	0	2	0	0
21:15	5	5	10	0	1	2	0	3	2	2
21:30	7	3	10	0	1	5	0	6	1	1
21:45	2	5	7	0	1	1	0	2	0	0
22:00	3	6	9	0	2	1	0	3	0	0
22:15	2	4	6	0	1	1	0	2	0	0
22:30	4	0	4	0	2	2	0	4	0	0
22:45	5	2	7	0	3	1	0	4	1	1
23:00	4	8	12	0	2	1	0	3	1	1
23:15	2	3	5	0	0	2	0	2	0	0
23:30	4	5	9	0	1	1	0	2	2	2
23:45	1	3	4	0	1	0	0	1	0	0
TOTAL	308	305	613		151	117	96	172	40	

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	10	9	19	6	60%	2	20%
7:15-8:15 AM	10	9	19	6	60%	3	30%
7:30-8:30 AM	11	11	22	5	45%	5	45%
7:45-8:45 AM	12	11	23	4	33%	6	50%
8:00-9:00 AM	12	11	23	4	33%	8	67%
4:00-5:00 PM	20	17	37	10	50%	4	20%
4:15-5:15 PM	16	20	36	9	56%	2	13%
4:30-5:30 PM	17	19	36	8	47%	3	18%
4:45-5:45 PM	21	19	40	11	52%	6	29%
5:00-6:00 PM	19	20	39	10	53%	5	26%

TOTAL INBOUND TRIPS	308
RESPONSE %	87%
TOTAL PASS-BY TRIPS	151
PASS-BY TRIP %	49%
TOTAL INTERNAL TRIP CAPTURE	96
INTERNAL TRIP CAPTURE %	31%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
 CITY: Fountain Valley

DATE: 8/30/2023  
 DAY: Wednesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Warner Ave or Bushard Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	3	0	3	0	1	1	0	2	1
0:15	3	3	6	0	1	1	0	2	1
0:30	0	2	2	0	0	0	0	0	0
0:45	3	4	7	0	1	2	0	3	0
1:00	0	1	1	0	0	0	0	0	0
1:15	2	0	2	0	0	2	0	2	0
1:30	0	3	3	0	0	0	0	0	0
1:45	1	1	2	0	1	0	0	1	0
2:00	1	0	1	0	1	0	0	1	0
2:15	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0
3:00	3	2	5	0	1	2	0	3	0
3:15	1	1	2	0	1	0	0	1	0
3:30	0	0	0	0	0	0	0	0	0
3:45	2	1	3	0	1	1	0	2	0
4:00	0	1	1	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0
4:30	1	1	2	0	0	1	0	1	0
4:45	1	0	1	0	1	0	0	1	0
5:00	2	1	3	0	1	1	0	2	0
5:15	1	3	4	0	0	1	0	1	0
5:30	1	1	2	0	1	0	0	1	0
5:45	0	2	2	0	0	0	0	0	0
6:00	5	1	6	0	0	3	1	2	2
6:15	2	5	7	0	2	0	0	2	0
6:30	4	1	5	0	2	2	0	4	0
6:45	3	5	8	0	3	0	0	3	0
7:00	2	3	5	0	1	1	1	1	0
7:15	3	2	5	0	2	1	2	1	0
7:30	3	1	4	0	1	0	1	0	2
7:45	4	1	5	0	2	1	3	0	1
8:00	3	6	9	0	2	1	2	1	0
8:15	4	7	11	0	2	0	0	2	2
8:30	3	2	5	0	1	2	1	2	0
8:45	5	4	9	0	1	3	3	1	1
9:00	6	7	13	0	1	2	0	3	3
9:15	5	4	9	0	0	4	2	2	1
9:30	5	5	10	0	2	2	3	1	1
9:45	4	4	8	0	3	0	3	0	1
10:00	4	3	7	0	1	3	2	2	0
10:15	7	6	13	0	2	2	2	2	3
10:30	6	7	13	0	2	3	5	0	1
10:45	5	8	13	0	3	1	2	2	1
11:00	4	6	10	0	2	2	2	2	0
11:15	4	2	6	0	2	1	2	1	1
11:30	6	4	10	0	4	2	3	3	0
11:45	3	7	10	0	1	1	1	1	1
12:00	3	2	5	0	2	1	1	2	0
12:15	3	6	9	0	1	1	0	2	1
12:30	2	2	4	0	1	1	2	0	0
12:45	6	1	7	0	2	4	4	2	0
13:00	4	6	10	0	2	2	3	1	0
13:15	4	5	9	0	2	0	2	0	2
13:30	7	5	12	0	2	4	5	1	1
13:45	4	4	8	0	2	2	3	1	0
14:00	3	1	4	0	1	2	0	3	0
14:15	6	6	12	0	2	2	2	2	2
14:30	3	4	7	0	2	0	2	0	1
14:45	4	4	8	0	1	3	2	2	0
15:00	4	2	6	0	2	2	1	3	0
15:15	6	7	13	0	3	1	0	4	2
15:30	4	3	7	1	0	4	1	3	0
15:45	5	7	12	0	1	4	1	4	0
16:00	5	6	11	0	1	4	3	2	0
16:15	7	3	10	0	1	4	2	3	2
16:30	3	5	8	0	2	1	1	2	0
16:45	5	6	11	0	3	2	1	4	0
17:00	6	4	10	0	2	2	2	2	2
17:15	4	3	7	4	2	2	1	3	0
17:30	3	5	8	3	2	1	1	2	0
17:45	0	5	5	0	0	0	0	0	0
18:00	3	3	6	0	2	1	2	1	0
18:15	4	1	5	0	2	2	1	3	0
18:30	9	7	16	0	4	4	3	5	1
18:45	6	3	9	0	2	3	2	3	1
19:00	4	5	9	0	1	2	0	3	1
19:15	5	5	10	0	2	2	0	4	1
19:30	5	3	8	0	0	3	0	3	2
19:45	4	5	9	0	2	1	0	3	1
20:00	2	3	5	0	2	0	0	2	0
20:15	3	4	7	0	0	3	0	3	0
20:30	6	4	10	0	1	3	0	4	2
20:45	5	5	10	0	2	2	0	4	1
21:00	3	4	7	0	2	1	0	3	0
21:15	4	5	9	0	2	1	0	3	1
21:30	5	3	8	0	3	2	0	5	0
21:45	3	2	5	0	1	2	0	3	0
22:00	1	5	6	0	0	0	0	0	1
22:15	1	5	6	0	1	0	0	1	0
22:30	3	1	4	0	2	1	0	3	0
22:45	3	2	5	0	1	2	0	3	0
23:00	4	2	6	0	1	3	0	4	0
23:15	2	1	3	0	1	1	0	2	0
23:30	1	4	5	0	1	0	0	1	0
23:45	1	2	3	0	0	1	0	1	0
TOTAL	313	316	629		127	138	90	175	48

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	12	7	19	6	50%	7	58%
7:15-8:15 AM	13	10	23	7	54%	8	62%
7:30-8:30 AM	14	15	29	7	50%	6	43%
7:45-8:45 AM	14	16	30	7	50%	6	43%
8:00-9:00 AM	15	19	34	6	40%	6	40%

4:00-5:00 PM	20	20	40	7	35%	7	35%
4:15-5:15 PM	21	18	39	8	38%	6	29%
4:30-5:30 PM	18	18	36	9	50%	5	28%
4:45-5:45 PM	18	18	36	9	50%	5	28%
5:00-6:00 PM	13	17	30	6	46%	4	31%

TOTAL INBOUND TRIPS	313
RESPONSE %	85%
TOTAL PASS-BY TRIPS	127
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	90
INTERNAL TRIP CAPTURE %	29%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
 CITY: Fourtman Valley

DATE: 8/31/2023  
 DAY: Thursday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Warner Ave or Bushard Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	2	5	7	0	0	1	0	1	1
0:15	1	1	2	0	1	0	0	1	0
0:30	1	0	1	0	0	1	0	1	0
0:45	2	0	2	0	0	2	0	2	0
1:00	1	2	3	0	0	1	0	1	0
1:15	0	2	2	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	1	0	1	0	1	0	0	1	0
2:15	1	0	1	0	0	1	0	1	0
2:30	1	2	3	0	1	0	0	1	0
2:45	1	1	2	0	0	1	0	1	0
3:00	0	0	0	0	0	0	0	0	0
3:15	1	3	4	0	0	1	0	1	0
3:30	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0
4:45	1	0	1	0	0	1	0	1	0
5:00	2	0	2	0	0	2	0	2	0
5:15	2	1	3	0	0	2	0	2	0
5:30	4	2	6	0	1	2	0	3	1
5:45	3	3	6	0	0	3	0	3	0
6:00	1	3	4	0	0	1	0	1	0
6:15	7	2	9	0	3	4	0	7	0
6:30	0	1	1	0	0	0	0	0	0
6:45	3	5	8	0	0	3	0	3	0
7:00	2	2	4	0	0	2	0	2	0
7:15	2	1	3	0	2	0	1	1	0
7:30	4	7	11	0	2	1	1	2	1
7:45	2	4	6	0	0	1	1	0	1
8:00	3	0	3	0	2	1	1	2	0
8:15	4	4	8	0	2	1	1	2	1
8:30	4	4	8	0	2	2	4	0	0
8:45	4	6	10	2	2	1	2	1	1
9:00	2	5	7	0	0	2	1	1	0
9:15	4	6	10	0	1	1	1	1	2
9:30	6	1	7	0	4	2	3	3	0
9:45	4	5	9	0	0	3	2	1	1
10:00	0	4	4	0	0	0	0	0	0
10:15	2	3	5	0	1	1	1	1	0
10:30	6	1	7	0	3	3	4	2	0
10:45	5	1	6	0	3	2	2	3	0
11:00	5	5	10	1	2	1	2	1	2
11:15	4	7	11	0	2	1	0	3	1
11:30	5	4	9	0	2	2	2	2	1
11:45	6	3	9	0	4	2	3	3	0
12:00	4	5	9	0	3	1	1	3	0
12:15	5	5	10	0	3	2	3	2	0
12:30	4	2	6	0	2	1	0	3	1
12:45	3	7	10	0	1	2	3	0	0
13:00	4	3	7	0	1	2	2	1	1
13:15	4	4	8	0	1	3	2	2	0
13:30	4	3	7	0	1	3	3	1	0
13:45	2	1	3	0	1	1	2	0	0
14:00	2	1	3	0	1	1	1	1	0
14:15	2	4	6	0	1	1	1	1	0
14:30	5	2	7	0	2	2	2	2	1
14:45	5	3	8	0	2	2	2	2	1
15:00	7	9	16	3	3	3	0	6	1
15:15	2	4	6	0	1	1	1	1	0
15:30	9	5	14	0	4	4	2	6	1
15:45	5	8	13	0	4	1	1	4	0
16:00	4	3	7	0	3	0	1	2	1
16:15	5	5	10	0	2	2	1	3	1
16:30	4	4	8	0	1	3	0	4	0
16:45	4	4	8	0	1	2	0	3	1
17:00	6	4	10	0	2	4	1	5	0
17:15	6	4	10	0	4	2	3	3	0
17:30	6	6	12	0	3	3	1	5	0
17:45	4	7	11	0	2	2	1	3	0
18:00	3	1	4	0	0	3	0	3	0
18:15	2	2	4	0	1	1	1	1	0
18:30	7	2	9	0	2	4	1	5	1
18:45	6	4	10	0	4	2	3	3	0
19:00	4	5	9	0	2	2	1	3	0
19:15	6	8	14	0	5	1	1	5	0
19:30	3	4	7	0	1	1	2	0	1
19:45	8	7	15	0	4	3	1	6	1
20:00	5	3	8	1	3	2	0	5	0
20:15	3	3	6	1	2	1	0	3	0
20:30	1	5	6	0	0	1	0	1	0
20:45	9	4	13	0	4	2	0	6	3
21:00	1	5	6	0	0	1	0	1	0
21:15	2	6	8	0	2	0	0	2	0
21:30	5	2	7	0	3	2	0	5	0
21:45	2	2	4	0	1	1	0	2	0
22:00	2	3	5	0	1	1	0	2	0
22:15	4	2	6	0	2	2	0	4	0
22:30	2	5	7	0	2	0	0	2	0
22:45	3	2	5	0	2	1	0	3	0
23:00	6	0	6	0	2	3	0	5	1
23:15	3	6	9	0	1	2	0	3	0
23:30	4	3	7	0	2	2	0	4	0
23:45	3	7	10	0	2	0	0	2	1
TOTAL	310	305	615		138	142	76	204	30

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	10	14	24	4	40%	3	30%
7:15-8:15 AM	11	12	23	6	55%	4	36%
7:30-8:30 AM	13	15	28	6	46%	4	31%
7:45-8:45 AM	13	12	25	6	46%	7	54%
8:00-9:00 AM	15	14	29	8	53%	8	53%
4:00-5:00 PM	17	16	33	7	41%	2	12%
4:15-5:15 PM	19	17	36	6	32%	2	11%
4:30-5:30 PM	20	16	36	8	40%	4	20%
4:45-5:45 PM	22	18	40	10	45%	5	23%
5:00-6:00 PM	22	21	43	11	50%	6	27%

TOTAL INBOUND TRIPS	310
RESPONSE %	90%
TOTAL PASS-BY TRIPS	138
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	76
INTERNAL TRIP CAPTURE %	25%



## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 9380 Warner Ave  
 CITY: Fountain Valley

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**12 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	308
TOTAL PASS-BY TRIPS	151
PASS-BY TRIP %	49%
TOTAL INTERNAL TRIP CAPTURE	96
INTERNAL TRIP CAPTURE %	31%
TOTAL DAILY TRIPS	613

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	12	11	23	PM Pk Hr Trips	21	19	40
AM Pk Hr Trip Rates	1.00	0.92	1.92	PM Pk Hr Trip Rates	1.75	1.58	3.33
AM Pass-By Trips	4			PM Pass-By Trips	11		
AM Pass-By Trip %	33%			PM Pass-By Trip %	52%		
				AM Int Trip Capt	6		
AM Int Trip Capt	6			PM Int Trip Capt	6		
AM Int Trip Capt %	50%			PM Int Trip Capt %	29%		
				Daily Trip Rate	51.08		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	313
TOTAL PASS-BY TRIPS	127
PASS-BY TRIP %	41%
TOTAL INTERNAL TRIP CAPTURE	90
INTERNAL TRIP CAPTURE %	29%
TOTAL DAILY TRIPS	629

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	15	19	34	PM Pk Hr Trips	20	20	40
AM Pk Hr Trip Rates	1.25	1.58	2.83	PM Pk Hr Trip Rates	1.67	1.66	3.33
AM Pass-By Trips	6			PM Pass-By Trips	7		
AM Pass-By Trip %	40%			PM Pass-By Trip %	35%		
				AM Int Trip Capt	6		
AM Int Trip Capt	6			PM Int Trip Capt	7		
AM Int Trip Capt %	40%			PM Int Trip Capt %	35%		
				Daily Trip Rate	52.42		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	310
TOTAL PASS-BY TRIPS	138
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	76
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	615

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	15	14	29	PM Pk Hr Trips	22	21	43
AM Pk Hr Trip Rates	1.25	1.17	2.42	PM Pk Hr Trip Rates	1.83	1.75	3.58
AM Pass-By Trips	8			PM Pass-By Trips	11		
AM Pass-By Trip %	53%			PM Pass-By Trip %	50%		
				AM Int Trip Capt	8		
AM Int Trip Capt	8			PM Int Trip Capt	6		
AM Int Trip Capt %	53%			PM Int Trip Capt %	27%		
				Daily Trip Rate	51.25		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	931
TOTAL PASS-BY TRIPS	416
PASS-BY TRIP %	45%
TOTAL INTERNAL TRIP CAPTURE	262
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	1857

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	42	44	86	PM Pk Hr Trips	63	60	123
AM Pk Hr Trip Rates	1.17	1.22	2.39	PM Pk Hr Trip Rates	1.75	1.67	3.42
AM Pass-By Trips	18			PM Pass-By Trips	29		
AM Pass-By Trip %	43%			PM Pass-By Trip %	46%		
				AM Int Trip Capt	20		
AM Int Trip Capt	20			PM Int Trip Capt	19		
AM Int Trip Capt %	48%			PM Int Trip Capt %	30%		
				Daily Trip Rate	51.58		

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/29/2023  
 DAY: Tuesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Bolsa Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	2	5	7	0	1	1	0	2	0
0:15	2	6	8	0	0	1	0	2	1
0:30	0	1	1	0	0	0	0	0	0
0:45	1	3	4	0	0	1	0	1	0
1:00	0	1	1	0	0	0	0	0	0
1:15	0	1	1	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	2	0	2	0	0	2	0	2	0
2:15	1	0	1	0	0	1	0	1	0
2:30	0	2	2	0	0	0	0	0	0
2:45	0	1	1	0	0	0	0	0	0
3:00	0	1	1	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0
3:30	1	0	1	0	0	1	0	1	0
3:45	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0
4:15	1	1	2	0	0	0	0	0	0
4:30	0	1	1	0	0	1	0	1	0
4:45	0	0	0	0	0	0	0	0	0
5:00	2	0	2	0	0	2	0	2	0
5:15	2	0	2	0	1	1	0	2	0
5:30	0	0	0	0	0	0	0	0	0
5:45	4	1	5	0	2	0	0	2	0
6:00	0	2	2	0	0	2	0	2	0
6:15	4	1	5	0	2	2	0	4	0
6:30	1	1	2	0	1	0	0	1	0
6:45	2	3	5	0	0	2	0	2	0
7:00	5	4	9	0	2	3	0	5	0
7:15	4	2	6	0	1	3	0	4	0
7:30	4	2	6	0	1	1	0	2	1
7:45	3	5	8	0	2	2	3	1	0
8:00	4	0	4	0	0	4	0	4	0
8:15	4	4	8	0	4	0	4	0	0
8:30	4	3	7	0	3	1	0	4	0
8:45	4	11	15	0	2	0	1	3	1
9:00	5	5	10	0	5	1	2	4	0
9:15	5	4	9	0	3	2	2	3	0
9:30	7	5	12	0	2	5	2	5	0
9:45	7	0	7	0	4	3	3	4	0
10:00	10	9	19	0	4	5	1	8	1
10:15	4	11	15	0	2	2	2	2	0
10:30	2	3	5	0	1	1	1	1	0
10:45	2	6	8	0	0	1	1	0	1
11:00	12	3	15	0	4	7	6	5	1
11:15	6	4	10	0	2	4	2	4	0
11:30	3	8	11	0	1	1	0	2	2
11:45	6	5	11	0	1	2	1	2	2
12:00	3	3	6	0	1	1	0	2	1
12:15	4	3	7	0	2	2	1	3	0
12:30	10	6	16	0	4	3	4	3	3
12:45	7	8	15	0	2	2	2	2	3
13:00	8	7	15	0	2	3	3	2	2
13:15	7	5	12	0	5	3	5	3	0
13:30	1	6	7	0	0	0	0	0	0
13:45	1	7	8	0	1	0	1	0	1
14:00	12	4	16	0	0	2	6	5	1
14:15	4	3	7	0	0	3	1	2	1
14:30	9	6	15	0	2	3	1	4	4
14:45	2	10	12	0	0	2	0	2	0
15:00	3	5	8	0	3	0	1	2	0
15:15	6	6	12	0	3	2	2	3	1
15:30	6	4	10	0	3	3	2	4	0
15:45	3	4	7	0	1	1	1	1	1
16:00	7	6	13	0	2	4	2	4	1
16:15	4	2	6	0	4	1	3	2	0
16:30	5	3	8	0	2	2	0	4	0
16:45	10	4	14	0	3	7	3	7	0
17:00	11	7	18	1	2	5	2	5	4
17:15	4	4	8	3	0	4	0	4	0
17:30	4	9	13	0	2	1	0	3	1
17:45	3	9	12	0	1	2	0	3	0
18:00	3	7	10	0	1	2	1	2	0
18:15	7	3	10	0	3	4	4	3	0
18:30	0	2	2	0	0	0	0	0	0
18:45	6	3	9	0	3	2	2	3	1
19:00	6	4	10	0	2	2	2	2	2
19:15	3	7	10	0	0	2	0	2	1
19:30	5	7	12	0	1	3	3	1	1
19:45	11	2	13	0	4	3	3	4	2
20:00	8	5	13	0	4	6	2	8	0
20:15	5	5	10	0	2	3	1	4	0
20:30	7	8	15	0	3	4	2	5	0
20:45	7	9	16	0	3	3	2	4	1
21:00	5	7	12	0	3	2	2	3	0
21:15	4	5	9	0	1	3	0	4	0
21:30	3	5	8	0	2	1	1	2	0
21:45	7	4	11	0	2	1	1	2	4
22:00	4	5	9	0	1	1	0	2	2
22:15	5	3	8	0	2	1	1	2	1
22:30	2	4	6	0	2	0	0	2	1
22:45	9	2	11	0	3	2	1	4	3
23:00	5	5	10	0	3	1	1	3	2
23:15	2	3	5	0	0	1	0	1	1
23:30	4	6	10	0	3	1	2	2	0
23:45	0	7	7	0	0	0	0	0	0
TOTAL	379	378	757		153	170	102	221	56

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	16	13	29	6	38%	3	19%
7:15-8:15 AM	15	9	24	4	27%	3	20%
7:30-8:30 AM	15	11	26	7	47%	7	47%
7:45-8:45 AM	15	12	27	9	60%	7	47%
8:00-9:00 AM	16	18	34	9	56%	5	31%
4:00-5:00 PM	26	15	41	11	42%	8	31%
4:15-5:15 PM	30	16	46	11	37%	8	27%
4:30-5:30 PM	30	18	48	7	23%	5	17%
4:45-5:45 PM	29	24	53	7	26%	5	17%
5:00-6:00 PM	22	29	51	5	23%	2	9%

TOTAL INBOUND TRIPS	379
RESPONSE %	85%
TOTAL PASS-BY TRIPS	153
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	102
INTERNAL TRIP CAPTURE %	27%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/30/2023  
 DAY: Wednesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Boka Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	4	3	7	0	3	0	0	3	1
0:15	3	4	7	0	0	2	0	2	1
0:30	1	2	3	0	0	1	0	1	0
0:45	0	0	0	0	0	0	0	0	0
1:00	0	2	2	0	0	0	0	0	0
1:15	1	3	4	0	1	0	0	1	0
1:30	0	0	0	0	0	0	0	0	0
1:45	1	0	1	0	0	1	0	1	0
2:00	0	1	1	0	0	0	0	0	0
2:15	1	0	1	0	0	1	0	1	0
2:30	0	1	1	0	0	0	0	0	0
2:45	1	1	2	0	1	0	0	1	0
3:00	0	0	0	0	0	0	0	0	0
3:15	0	1	1	0	0	0	0	0	0
3:30	1	0	1	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0
4:00	2	0	2	0	1	0	0	1	1
4:15	0	2	2	0	0	0	0	0	0
4:30	0	1	1	0	0	0	0	0	0
4:45	1	0	1	0	0	0	0	0	1
5:00	3	0	3	0	2	0	0	2	1
5:15	1	2	3	0	1	0	0	1	0
5:30	4	3	7	0	2	1	0	3	1
5:45	1	0	1	0	1	0	0	1	0
6:00	3	2	5	0	1	2	1	2	0
6:15	3	2	5	0	1	2	1	2	0
6:30	3	3	6	0	2	1	1	2	0
6:45	4	2	6	0	1	2	0	3	1
7:00	2	3	5	0	2	1	0	3	0
7:15	5	5	10	0	3	1	0	4	0
7:30	2	6	8	0	1	1	1	1	0
7:45	9	7	16	0	3	6	2	7	0
8:00	11	7	18	0	6	4	3	7	1
8:15	6	4	10	0	4	3	1	6	1
8:30	5	4	9	0	2	4	1	5	1
8:45	5	4	9	0	2	2	0	4	1
9:00	4	5	9	0	2	2	2	2	1
9:15	8	10	18	0	2	4	2	4	1
9:30	3	6	9	0	2	0	2	0	1
9:45	8	7	15	0	3	3	4	2	2
10:00	3	5	8	0	1	2	2	1	1
10:15	5	3	8	0	2	2	2	2	0
10:30	9	4	13	0	3	3	3	3	3
10:45	7	6	13	0	3	3	3	3	1
11:00	3	4	7	0	1	1	0	2	1
11:15	11	6	17	0	5	3	3	5	3
11:30	6	5	11	0	3	3	3	3	0
11:45	6	7	13	0	2	4	4	2	0
12:00	3	6	9	0	1	2	2	1	0
12:15	6	9	15	0	1	2	1	2	3
12:30	3	7	10	0	1	1	1	1	1
12:45	7	6	13	0	2	4	2	4	1
13:00	7	6	13	0	2	5	1	6	0
13:15	10	5	15	0	2	6	1	7	1
13:30	5	6	11	0	2	4	3	3	0
13:45	8	5	13	0	3	5	2	5	1
14:00	4	5	9	0	2	2	0	3	0
14:15	6	9	15	0	1	4	2	3	1
14:30	3	7	10	0	2	1	1	2	0
14:45	4	8	12	0	1	3	1	3	0
15:00	5	5	10	0	2	3	2	3	0
15:15	4	6	10	0	1	2	2	1	1
15:30	5	5	10	0	1	4	3	2	0
15:45	5	3	8	0	3	2	1	4	0
16:00	8	4	12	0	3	4	2	5	1
16:15	5	6	11	0	2	2	2	2	1
16:30	5	5	10	0	3	2	1	4	0
16:45	4	5	9	0	2	1	1	2	1
17:00	7	5	12	0	3	4	1	6	0
17:15	7	5	12	0	3	4	1	6	0
17:30	5	6	11	0	2	3	1	4	0
17:45	9	8	17	0	4	3	4	3	2
18:00	7	6	13	0	5	1	2	4	0
18:15	4	9	13	0	1	3	2	2	1
18:30	5	5	10	0	2	3	2	3	0
18:45	7	6	13	0	1	5	1	5	1
19:00	5	7	12	0	2	2	0	4	1
19:15	5	5	10	0	1	1	2	0	2
19:30	6	6	12	0	2	3	1	4	2
19:45	4	5	9	0	1	1	1	3	2
20:00	8	5	13	0	4	2	3	3	2
20:15	3	3	6	0	1	2	0	3	0
20:30	5	6	11	0	1	3	0	4	1
20:45	6	5	11	0	2	2	0	4	2
21:00	7	5	12	0	3	2	2	3	2
21:15	6	6	12	0	2	2	2	2	2
21:30	7	7	14	0	2	5	3	4	0
21:45	9	6	15	0	4	3	3	4	2
22:00	0	3	3	0	0	0	0	0	0
22:15	5	3	8	0	1	1	1	1	3
22:30	5	8	13	0	2	3	0	5	0
22:45	4	4	8	0	2	2	0	4	0
23:00	5	5	10	0	1	3	0	4	1
23:15	4	5	9	0	1	1	0	2	2
23:30	3	6	9	0	2	1	0	3	1
23:45	6	5	11	0	1	2	0	3	2
TOTAL	417	411	828		161	191	105	247	69

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	18	21	39	9	50%	3	17%
7:15-8:15 AM	27	20	47	13	48%	6	23%
7:30-8:30 AM	28	19	47	14	50%	7	25%
7:45-8:45 AM	31	17	48	15	48%	7	23%
8:00-9:00 AM	27	14	41	14	52%	5	19%
4:00-5:00 PM	22	20	42	10	45%	6	27%
4:15-5:15 PM	21	21	42	10	48%	5	24%
4:30-5:30 PM	23	20	43	11	48%	4	17%
4:45-5:45 PM	23	21	44	10	43%	4	17%
5:00-6:00 PM	28	24	52	12	43%	7	25%

TOTAL INBOUND TRIPS	417
RESPONSE %	84%
TOTAL PASS-BY TRIPS	161
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	105
INTERNAL TRIP CAPTURE %	25%

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: 8/31/2023  
 DAY: Thursday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Boka Ave now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	1	3	4	0	1	0	0	1	0
0:15	1	3	4	0	1	0	0	1	0
0:30	0	4	4	0	0	0	0	0	0
0:45	0	0	0	0	0	1	0	1	0
1:00	1	2	3	0	0	0	0	0	0
1:15	1	0	1	0	1	0	0	1	0
1:30	0	0	0	0	0	0	0	0	0
1:45	0	1	1	0	0	0	0	0	0
2:00	0	1	1	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0
2:30	1	1	2	0	0	1	0	1	0
2:45	2	0	2	0	1	1	0	2	0
3:00	2	1	3	0	1	1	0	2	0
3:15	3	2	5	0	2	0	0	2	1
3:30	1	0	1	0	1	0	0	1	0
3:45	0	2	2	0	0	0	0	0	0
4:00	2	1	3	0	2	0	0	2	0
4:15	1	1	2	0	1	0	0	1	0
4:30	0	1	1	0	0	0	0	0	0
4:45	1	2	3	0	0	1	0	1	0
5:00	4	0	4	0	1	1	0	2	1
5:15	3	2	5	0	1	2	0	3	1
5:30	2	2	4	0	1	0	0	1	1
5:45	4	2	6	0	2	2	0	4	0
6:00	0	0	0	0	0	0	0	0	0
6:15	4	1	5	0	2	0	1	3	2
6:30	2	4	6	0	2	0	0	2	0
6:45	9	3	12	0	6	3	0	9	0
7:00	4	3	7	0	1	3	0	4	0
7:15	3	5	8	0	2	2	0	4	0
7:30	8	6	14	0	4	3	2	5	0
7:45	4	8	12	0	2	2	0	4	0
8:00	10	4	16	0	3	3	1	6	4
8:15	9	8	17	0	5	2	1	4	2
8:30	4	8	12	0	2	1	0	3	1
8:45	3	11	14	0	2	1	1	2	0
9:00	6	3	9	0	1	2	0	3	2
9:15	5	4	9	0	3	3	3	3	0
9:30	6	4	10	0	2	4	3	3	0
9:45	6	8	14	0	2	3	1	4	1
10:00	7	3	10	0	3	3	4	2	0
10:15	8	7	15	0	3	5	2	6	1
10:30	6	4	10	0	2	2	2	2	2
10:45	8	4	12	0	3	1	1	3	3
11:00	3	8	11	0	1	3	2	2	0
11:15	3	7	10	0	1	1	1	1	1
11:30	4	6	10	0	2	1	1	2	1
11:45	3	4	7	0	0	2	0	2	1
12:00	8	4	12	0	3	4	4	3	1
12:15	7	5	12	0	1	3	1	3	3
12:30	4	10	14	0	2	1	1	2	1
12:45	5	3	8	0	1	3	2	2	1
13:00	8	5	13	0	2	4	2	4	2
13:15	4	6	10	0	2	2	1	3	0
13:30	3	4	7	0	1	1	2	0	1
13:45	3	5	8	0	1	2	2	1	0
14:00	5	6	11	0	2	2	2	1	0
14:15	5	7	12	0	3	1	0	4	1
14:30	7	5	12	0	2	5	2	5	0
14:45	3	4	7	0	1	0	1	0	2
15:00	4	5	9	0	2	1	1	2	2
15:15	5	4	9	0	2	1	2	1	1
15:30	5	2	7	0	4	1	2	4	0
15:45	1	5	6	0	1	0	0	1	0
16:00	4	1	5	0	2	1	2	1	1
16:15	2	6	8	0	1	0	1	0	1
16:30	4	6	10	0	2	0	0	2	2
16:45	3	2	5	0	0	3	1	2	0
17:00	3	2	5	0	1	2	2	1	0
17:15	1	3	4	0	0	1	1	0	0
17:30	5	3	8	0	2	2	0	4	1
17:45	4	3	7	0	0	3	2	1	1
18:00	7	5	12	0	2	5	3	4	0
18:15	6	4	10	0	1	3	2	2	2
18:30	1	6	7	0	0	1	1	0	0
18:45	8	8	16	0	3	4	5	2	1
19:00	8	5	13	0	1	4	2	3	3
19:15	6	6	12	0	2	4	3	3	0
19:30	2	4	6	0	1	1	1	1	0
19:45	5	9	14	0	2	1	1	2	2
20:00	9	3	12	0	4	4	2	6	1
20:15	6	6	12	0	4	1	1	4	1
20:30	2	5	7	0	1	0	1	0	1
20:45	4	5	9	0	2	2	2	2	0
21:00	8	6	14	0	4	2	2	4	2
21:15	1	5	6	0	0	0	0	0	1
21:30	2	5	7	0	0	2	0	2	0
21:45	4	3	7	0	1	2	1	2	1
22:00	3	2	5	0	2	1	0	3	0
22:15	3	2	5	0	0	3	0	3	0
22:30	2	5	7	0	0	0	0	0	2
22:45	1	2	3	0	0	1	0	1	0
23:00	6	2	8	0	3	1	0	4	2
23:15	1	1	2	0	0	1	0	1	0
23:30	5	3	8	0	2	2	0	4	1
23:45	0	0	0	0	0	0	0	0	0
TOTAL	358	364	722		143	148	88	203	67

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	19	22	41	9	47%	2	11%
7:15-8:15 AM	25	25	50	11	44%	3	12%
7:30-8:30 AM	31	28	59	14	45%	6	19%
7:45-8:45 AM	27	30	57	12	44%	4	15%
8:00-9:00 AM	26	33	59	12	46%	5	19%

4:00-5:00 PM	13	15	28	5	38%	4	31%
4:15-5:15 PM	12	16	28	4	33%	4	33%
4:30-5:30 PM	11	13	24	3	27%	4	36%
4:45-5:45 PM	12	10	22	3	25%	4	33%
5:00-6:00 PM	13	11	24	3	23%	5	38%

TOTAL INBOUND TRIPS	358
RESPONSE %	81%
TOTAL PASS-BY TRIPS	143
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	88
INTERNAL TRIP CAPTURE %	25%

## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1025 Westminster Mall  
 CITY: Westminster

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**24 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	379
TOTAL PASS-BY TRIPS	153
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	102
INTERNAL TRIP CAPTURE %	27%
TOTAL DAILY TRIPS	757

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	16	18	34	PM Pk Hr Trips	29	24	53
AM Pk Hr Trip Rates	0.67	0.75	1.42	PM Pk Hr Trip Rates	1.21	1.00	2.21
AM Pass-By Trips	9			PM Pass-By Trips	7		
AM Pass-By Trip %	56%			PM Pass-By Trip %	24%		
				AM Int Trip Capt	5		
AM Int Trip Capt %	31%			PM Int Trip Capt %	17%		
				Daily Trip Rate	31.54		

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	417
TOTAL PASS-BY TRIPS	161
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	105
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	828

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	31	17	48	PM Pk Hr Trips	28	24	52
AM Pk Hr Trip Rates	1.29	0.71	2.00	PM Pk Hr Trip Rates	1.17	1.00	2.17
AM Pass-By Trips	15			PM Pass-By Trips	12		
AM Pass-By Trip %	48%			PM Pass-By Trip %	43%		
				AM Int Trip Capt	7		
AM Int Trip Capt %	23%			PM Int Trip Capt %	25%		
				Daily Trip Rate	34.50		

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS	358
TOTAL PASS-BY TRIPS	143
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	88
INTERNAL TRIP CAPTURE %	25%
TOTAL DAILY TRIPS	722

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	31	28	59	PM Pk Hr Trips	13	15	28
AM Pk Hr Trip Rates	1.29	1.17	2.46	PM Pk Hr Trip Rates	0.54	0.63	1.17
AM Pass-By Trips	14			PM Pass-By Trips	5		
AM Pass-By Trip %	45%			PM Pass-By Trip %	38%		
				AM Int Trip Capt	6		
AM Int Trip Capt %	19%			PM Int Trip Capt %	31%		
				Daily Trip Rate	30.08		

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	1154
TOTAL PASS-BY TRIPS	457
PASS-BY TRIP %	40%
TOTAL INTERNAL TRIP CAPTURE	295
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	2307

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	78	63	141	PM Pk Hr Trips	70	63	133
AM Pk Hr Trip Rates	1.08	0.88	1.96	PM Pk Hr Trip Rates	0.97	0.88	1.85
AM Pass-By Trips	38			PM Pass-By Trips	24		
AM Pass-By Trip %	49%			PM Pass-By Trip %	34%		
				AM Int Trip Capt	18		
AM Int Trip Capt %	23%			PM Int Trip Capt %	23%		
				Daily Trip Rate	32.04		

Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1425 Santa Monica Blvd  
 CITY: Santa Monica

DATE: 8/29/2023  
 DAY: Tuesday

	Inbound Trips	Outbound Trip	TOTAL	Vehicles in Queue	Q1: If you were not charging today, would you be driving on Santa Monica Blvd now?		Q2: While charging your vehicle, will you be shopping/dining at one or more adjacent retail/restaurants uses?		
					YES (Pass-by Trip)	NO	YES (Internal Trip)	NO	NO RESPONSE
0:00	16	5	21	0	5	6	2	9	5
0:15	19	14	33	0	4	9	3	10	6
0:30	11	10	20	0	5	3	2	6	3
0:45	9	11	20	0	2	3	1	4	4
1:00	4	6	10	0	1	3	1	3	0
1:15	5	8	13	0	1	4	2	3	0
1:30	3	9	12	0	0	1	0	1	2
1:45	2	9	11	0	1	1	0	2	0
2:00	5	6	11	0	1	1	0	2	3
2:15	8	4	12	0	3	3	2	4	2
2:30	3	1	4	0	1	0	0	1	1
2:45	2	5	7	0	1	2	2	1	0
3:00	2	3	5	0	1	0	1	0	1
3:15	2	4	6	0	0	1	0	1	1
3:30	4	0	4	0	0	2	0	2	2
3:45	6	6	12	0	1	4	1	4	1
4:00	2	3	5	0	0	1	0	1	0
4:15	1	3	4	0	1	1	0	1	0
4:30	2	3	5	0	0	1	0	1	1
4:45	6	3	9	0	1	2	1	2	3
5:00	0	3	3	0	0	0	0	0	0
5:15	2	4	6	0	0	2	0	2	0
5:30	3	1	4	0	1	1	1	1	1
5:45	4	1	5	0	1	1	0	2	2
6:00	6	7	13	0	1	2	1	2	3
6:15	6	7	13	0	4	1	2	3	1
6:30	6	5	11	0	3	3	1	5	0
6:45	1	5	6	0	0	1	0	1	0
7:00	7	4	11	0	3	4	2	5	0
7:15	2	6	8	0	3	0	2	1	0
7:30	12	8	20	0	7	3	4	6	1
7:45	11	7	18	0	5	3	2	6	3
8:00	9	9	18	0	4	3	2	5	2
8:15	14	8	22	0	6	5	4	7	1
8:30	9	11	20	0	7	0	4	3	2
8:45	14	9	23	0	6	4	4	6	4
9:00	8	12	20	0	2	3	2	3	3
9:15	8	12	20	0	4	2	2	4	2
9:30	8	10	18	0	3	3	2	4	2
9:45	11	10	21	0	6	2	3	7	1
10:00	15	9	24	0	5	7	6	6	3
10:15	14	12	26	0	5	5	3	7	4
10:30	9	15	24	0	3	5	3	5	1
10:45	15	13	28	0	6	5	3	8	4
11:00	10	13	23	0	6	3	2	7	1
11:15	15	15	30	0	5	6	5	7	4
11:30	12	10	22	0	4	6	5	5	2
11:45	13	12	25	0	6	4	4	6	3
12:00	11	12	23	0	5	5	4	6	1
12:15	9	13	22	0	3	4	1	6	2
12:30	17	11	28	0	7	4	5	6	6
12:45	10	12	22	0	4	5	3	6	1
13:00	16	12	28	0	5	6	5	6	5
13:15	20	11	31	0	8	9	7	10	3
13:30	8	13	21	0	2	4	3	3	2
13:45	9	12	21	0	5	4	3	6	0
14:00	13	11	24	0	7	5	4	6	1
14:15	7	12	19	0	2	4	2	4	1
14:30	8	13	21	0	3	5	2	6	0
14:45	13	13	26	0	4	7	2	9	2
15:00	18	13	31	0	7	6	6	7	5
15:15	13	14	27	0	5	6	4	7	2
15:30	12	15	27	0	4	4	1	7	4
15:45	12	9	21	0	5	5	3	7	2
16:00	15	11	26	0	6	8	5	9	1
16:15	19	10	29	0	5	9	7	7	5
16:30	8	12	20	0	3	1	2	2	4
16:45	12	15	27	0	3	4	3	4	5
17:00	14	11	25	0	6	8	5	9	0
17:15	11	16	27	0	4	4	3	5	3
17:30	13	14	27	0	5	7	3	9	1
17:45	10	7	17	0	2	4	1	5	4
18:00	19	15	34	0	6	8	4	10	5
18:15	10	11	21	0	5	3	3	5	2
18:30	20	17	37	0	7	8	3	8	5
18:45	14	16	30	0	4	6	3	6	5
19:00	16	18	34	0	6	7	4	9	2
19:15	5	10	15	0	3	1	1	3	1
19:30	14	15	29	0	6	5	4	7	3
19:45	12	15	27	0	5	4	3	6	3
20:00	21	11	32	0	7	11	6	12	3
20:15	10	10	20	0	6	3	5	4	0
20:30	14	13	27	0	6	7	4	9	2
20:45	12	12	24	0	3	6	7	2	3
21:00	14	14	28	0	4	7	4	7	3
21:15	8	18	26	0	3	4	3	4	1
21:30	16	10	26	0	6	6	6	6	4
21:45	12	13	25	0	3	5	5	3	4
22:00	14	12	26	0	8	3	4	7	3
22:15	13	11	24	0	5	5	6	4	3
22:30	9	17	26	0	4	3	2	5	2
22:45	6	5	11	0	1	2	1	2	3
23:00	7	10	17	0	3	3	2	4	1
23:15	10	9	19	0	4	4	5	3	2
23:30	8	7	15	0	3	4	0	7	1
23:45	17	8	25	0	7	6	6	7	4
TOTAL	955	949	1904		362	381	264	475	212

Inbound Trips	Outbound Trip	TOTAL	Pass-by Trips	Pass-by Trip %	Internal Capture	Internal Capture %
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7:00-8:00 AM	32	25	57	18	56%	10	31%
7:15-8:15 AM	34	30	64	19	56%	10	29%
7:30-8:30 AM	46	32	78	22	48%	12	26%
7:45-8:45 AM	43	35	78	22	51%	12	28%
8:00-9:00 AM	46	37	83	23	50%	14	30%
4:00-5:00 PM	54	48	102	17	31%	17	31%
4:15-5:15 PM	53	48	101	17	32%	17	32%
4:30-5:30 PM	45	54	99	16	36%	13	29%
4:45-5:45 PM	50	56	106	18	36%	14	28%
5:00-6:00 PM	48	48	96	17	35%	12	25%

TOTAL INBOUND TRIPS	955
RESPONSE %	78%
TOTAL PASS-BY TRIPS	362
PASS-BY TRIP %	38%
TOTAL INTERNAL TRIP CAPTURE	264
INTERNAL TRIP CAPTURE %	28%







## Trip Generation / EV Charging Survey

LOCATION: Tesla EV Chargers, 1425 Santa Monica Blvd  
 CITY: Santa Monica

DATE: - \_\_\_\_\_  
 DAY: - \_\_\_\_\_

### SUMMARY OF RESULTS

**62 chargers**

DATE: 8/29/2023  
 DAY: Tuesday

TOTAL SURVEYED TRIPS	955
TOTAL PASS-BY TRIPS	362
PASS-BY TRIP %	38%
TOTAL INTERNAL TRIP CAPTURE	264
INTERNAL TRIP CAPTURE %	28%
TOTAL DAILY TRIPS	1904

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	46	37	83	PM Pk Hr Trips	50	56	106
AM Pk Hr Trip Rates	0.74	0.60	1.34	PM Pk Hr Trip Rates	0.81	0.90	1.71
AM Pass-By Trips	23			PM Pass-By Trips	18		
AM Pass-By Trip %	50%			PM Pass-By Trip %	36%		
AM Int Trip Capt	14			PM Int Trip Capt	14		
AM Int Trip Capt %	30%			PM Int Trip Capt %	28%		
Daily Trip Rate	30.71						

DATE: 8/30/2023  
 DAY: Wednesday

TOTAL SURVEYED TRIPS	258	*** STATS THROUGH 9:30 AM ***
TOTAL PASS-BY TRIPS	105	*** STATS THROUGH 9:30 AM ***
PASS-BY TRIP %	41%	*** STATS THROUGH 9:30 AM ***
TOTAL INTERNAL TRIP CAPTURE	63	*** STATS THROUGH 9:30 AM ***
INTERNAL TRIP CAPTURE %	24%	*** STATS THROUGH 9:30 AM ***
TOTAL DAILY TRIPS	1920	

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	44	41	85	PM Pk Hr Trips	48	58	106
AM Pk Hr Trip Rates	0.71	0.66	1.37	PM Pk Hr Trip Rates	0.77	0.94	1.71
AM Pass-By Trips	20			PM Pass-By Trips			
AM Pass-By Trip %	45%			PM Pass-By Trip %			
AM Int Trip Capt	8			PM Int Trip Capt			
AM Int Trip Capt %	18%			PM Int Trip Capt %			
Daily Trip Rate	30.97						

DATE: 8/31/2023  
 DAY: Thursday

TOTAL SURVEYED TRIPS		*** NO STATS ***
TOTAL PASS-BY TRIPS		*** NO STATS ***
PASS-BY TRIP %		*** NO STATS ***
TOTAL INTERNAL TRIP CAPTURE		*** NO STATS ***
INTERNAL TRIP CAPTURE %		*** NO STATS ***
TOTAL DAILY TRIPS	1841	

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	55	49	104	PM Pk Hr Trips	41	46	87
AM Pk Hr Trip Rates	0.89	0.79	1.68	PM Pk Hr Trip Rates	0.66	0.74	1.40
AM Pass-By Trips				PM Pass-By Trips			
AM Pass-By Trip %				PM Pass-By Trip %			
AM Int Trip Capt				PM Int Trip Capt			
AM Int Trip Capt %				PM Int Trip Capt %			
Daily Trip Rate	29.69						

DATE: 3-Day  
 DAY: Total

TOTAL SURVEYED TRIPS	1213
TOTAL PASS-BY TRIPS	467
PASS-BY TRIP %	39%
TOTAL INTERNAL TRIP CAPTURE	327
INTERNAL TRIP CAPTURE %	26%
TOTAL DAILY TRIPS	5665

	In	Out	Total		In	Out	Total
AM Pk Hr Trips	145	127	272	PM Pk Hr Trips	139	160	299
AM Pk Hr Trip Rates	0.78	0.68	1.46	PM Pk Hr Trip Rates	0.75	0.86	1.61
AM Pass-By Trips	43			PM Pass-By Trips	18		
AM Pass-By Trip %	48%	(of 90)		PM Pass-By Trip %	36%	(of 50)	
AM Int Trip Capt	22			PM Int Trip Capt	14		
AM Int Trip Capt %	24%	(of 90)		PM Int Trip Capt %	28%	(of 50)	
Daily Trip Rate	30.46						



City: Santa Ana  
 Location: Ace Hardware, 3501 W 1st Street  
 Date: 3-Day Total  
 Count Type: Driveway Volume Count

W 1st St Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	1	3	4
7:15	1	0	1
7:30	5	1	6
7:45	4	3	7
8:00	5	4	9
8:15	7	2	9
8:30	6	3	9
8:45	5	5	10
9:00	8	4	12
9:15	19	11	30
9:30	18	9	27
9:45	13	5	18
10:00	17	11	28
10:15	16	11	27
10:30	12	6	18
10:45	9	6	15
11:00	8	15	23
11:15	19	11	30
11:30	13	10	23
11:45	15	15	30
12:00	11	9	20
12:15	15	14	29
12:30	16	9	25
12:45	8	11	19
13:00	18	9	27
13:15	8	11	19
13:30	13	8	21
13:45	15	9	24
14:00	14	18	32
14:15	13	8	21
14:30	11	9	20
14:45	14	10	24
15:00	17	9	26
15:15	16	13	29
15:30	9	8	17
15:45	9	10	19
16:00	19	6	25
16:15	23	12	35
16:30	17	5	22
16:45	17	8	25
17:00	13	10	23
17:15	10	8	18
17:30	15	9	24
17:45	15	13	28
18:00	15	12	27
18:15	19	9	28
18:30	11	12	23
18:45	5	7	12
19:00	5	1	6
19:15	4	0	4
19:30	0	1	1
19:45	2	1	3
20:00	0	1	1
20:15	2	1	3
20:30	1	1	2
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>601</b>	<b>418</b>	<b>1019</b>

N Gunther Pl Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	3	0	3
7:15	1	1	2
7:30	2	3	5
7:45	3	3	6
8:00	3	3	6
8:15	4	6	10
8:30	4	7	11
8:45	8	6	14
9:00	6	10	16
9:15	5	8	13
9:30	4	13	17
9:45	4	6	10
10:00	6	13	19
10:15	7	10	17
10:30	8	12	20
10:45	10	12	22
11:00	8	8	16
11:15	8	9	17
11:30	4	11	15
11:45	9	16	25
12:00	11	9	20
12:15	11	15	26
12:30	6	8	14
12:45	10	13	23
13:00	16	13	29
13:15	9	17	26
13:30	7	11	18
13:45	11	7	18
14:00	11	13	24
14:15	3	12	15
14:30	4	8	12
14:45	6	9	15
15:00	8	9	17
15:15	10	19	29
15:30	7	13	20
15:45	4	8	12
16:00	6	7	13
16:15	5	13	18
16:30	7	20	27
16:45	3	12	15
17:00	9	13	22
17:15	8	11	19
17:30	15	11	26
17:45	7	10	17
18:00	4	14	18
18:15	10	10	20
18:30	6	14	20
18:45	3	13	16
19:00	0	10	10
19:15	0	5	5
19:30	2	1	3
19:45	0	0	0
20:00	1	1	2
20:15	1	3	4
20:30	1	1	2
20:45	1	2	3
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>330</b>	<b>513</b>	<b>843</b>

TOTAL			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	4	3	7
7:15	2	1	3
7:30	7	4	11
7:45	7	6	13
8:00	8	7	15
8:15	11	8	19
8:30	10	10	20
8:45	13	11	24
9:00	14	14	28
9:15	24	19	43
9:30	22	22	44
9:45	17	11	28
10:00	23	24	47
10:15	23	21	44
10:30	20	18	38
10:45	19	18	37
11:00	16	23	39
11:15	27	20	47
11:30	17	21	38
11:45	24	31	55
12:00	22	18	40
12:15	26	29	55
12:30	22	17	39
12:45	18	24	42
13:00	34	22	56
13:15	17	28	45
13:30	20	19	39
13:45	26	16	42
14:00	25	31	56
14:15	16	20	36
14:30	15	17	32
14:45	20	19	39
15:00	25	18	43
15:15	26	32	58
15:30	16	21	37
15:45	13	18	31
16:00	25	13	38
16:15	28	25	53
16:30	24	25	49
16:45	20	20	40
17:00	22	23	45
17:15	18	19	37
17:30	30	20	50
17:45	22	23	45
18:00	19	26	45
18:15	29	19	48
18:30	17	26	43
18:45	8	20	28
19:00	5	11	16
19:15	4	5	9
19:30	2	2	4
19:45	2	1	3
20:00	1	2	3
20:15	3	4	7
20:30	2	2	4
20:45	1	3	4
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>931</b>	<b>931</b>	<b>1862</b>

16.217 tsf  
 Entering Exiting Total

7:00-8:00	20	14	34
7:15-8:15	24	18	42
7:30-8:30	33	25	58
7:45-8:45	36	31	67
8:00-9:00	42	36	78
<b>AM Pk Hr Rates</b>	<b>0.86</b>	<b>0.74</b>	<b>1.60</b>

4:00-5:00	97	83	180
4:15-5:15	94	93	187
4:30-5:30	84	87	171
4:45-5:45	90	82	172
5:00-6:00	92	85	177
<b>PM Pk Hr Rates</b>	<b>1.93</b>	<b>1.91</b>	<b>3.84</b>

**Daily Rate 38.27**



City: Santa Ana  
 Location: Ace Hardware, 3501 W 1st Street  
 Date: Tuesday, August 29, 2023  
 Count Type: Driveway Volume Count

W 1st St Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	1	1
7:15	1	0	1
7:30	2	0	2
7:45	1	0	1
8:00	2	3	5
8:15	3	1	4
8:30	3	1	4
8:45	1	0	1
9:00	5	2	7
9:15	7	3	10
9:30	7	3	10
9:45	4	1	5
10:00	4	4	8
10:15	3	3	6
10:30	6	0	6
10:45	6	2	8
11:00	1	7	8
11:15	7	3	10
11:30	3	3	6
11:45	6	4	10
12:00	3	3	6
12:15	2	6	8
12:30	8	2	10
12:45	4	5	9
13:00	8	4	12
13:15	3	6	9
13:30	4	4	8
13:45	4	2	6
14:00	5	7	12
14:15	1	3	4
14:30	4	4	8
14:45	2	0	2
15:00	8	4	12
15:15	6	5	11
15:30	5	1	6
15:45	2	3	5
16:00	1	2	3
16:15	9	4	13
16:30	4	0	4
16:45	5	2	7
17:00	6	3	9
17:15	1	3	4
17:30	6	2	8
17:45	7	7	14
18:00	7	6	13
18:15	8	3	11
18:30	7	5	12
18:45	0	2	2
19:00	1	0	1
19:15	0	0	0
19:30	0	1	1
19:45	0	0	0
20:00	0	0	0
20:15	0	1	1
20:30	0	0	0
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>203</b>	<b>141</b>	<b>344</b>

N Gunther Pl Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	1	0	1
7:15	0	1	1
7:30	1	1	2
7:45	1	0	1
8:00	1	0	1
8:15	0	3	3
8:30	0	1	1
8:45	3	2	5
9:00	0	5	5
9:15	2	5	7
9:30	0	2	2
9:45	1	3	4
10:00	5	4	9
10:15	2	4	6
10:30	1	2	3
10:45	5	6	11
11:00	2	5	7
11:15	3	3	6
11:30	2	5	7
11:45	3	4	7
12:00	4	1	5
12:15	2	3	5
12:30	2	1	3
12:45	3	4	7
13:00	5	5	10
13:15	2	6	8
13:30	1	2	3
13:45	6	2	8
14:00	5	6	11
14:15	2	2	4
14:30	4	1	5
14:45	2	4	6
15:00	2	4	6
15:15	1	7	8
15:30	1	6	7
15:45	2	2	4
16:00	1	1	2
16:15	1	3	4
16:30	2	5	7
16:45	1	5	6
17:00	2	4	6
17:15	3	3	6
17:30	5	3	8
17:45	3	3	6
18:00	1	6	7
18:15	3	5	8
18:30	3	8	11
18:45	0	4	4
19:00	0	2	2
19:15	0	1	1
19:30	1	0	1
19:45	0	0	0
20:00	0	0	0
20:15	1	1	2
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>104</b>	<b>166</b>	<b>270</b>

TOTAL			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	1	1	2
7:15	1	1	2
7:30	3	1	4
7:45	2	0	2
8:00	3	3	6
8:15	3	4	7
8:30	3	2	5
8:45	4	2	6
9:00	5	7	12
9:15	9	8	17
9:30	7	5	12
9:45	5	4	9
10:00	9	8	17
10:15	5	7	12
10:30	7	2	9
10:45	11	8	19
11:00	3	12	15
11:15	10	6	16
11:30	5	8	13
11:45	9	8	17
12:00	7	4	11
12:15	4	9	13
12:30	10	3	13
12:45	7	9	16
13:00	13	9	22
13:15	5	12	17
13:30	5	6	11
13:45	10	4	14
14:00	10	13	23
14:15	3	5	8
14:30	8	5	13
14:45	4	4	8
15:00	10	6	16
15:15	7	12	19
15:30	6	7	13
15:45	4	5	9
16:00	2	3	5
16:15	10	7	17
16:30	6	5	11
16:45	6	7	13
17:00	8	7	15
17:15	4	6	10
17:30	11	5	16
17:45	10	10	20
18:00	8	12	20
18:15	11	8	19
18:30	10	13	23
18:45	0	6	6
19:00	1	2	3
19:15	0	1	1
19:30	1	1	2
19:45	0	0	0
20:00	0	0	0
20:15	1	2	3
20:30	0	0	0
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>307</b>	<b>307</b>	<b>614</b>

	Entering	Exiting	Total
7:00-8:00	7	3	10
7:15-8:15	9	5	14
7:30-8:30	11	8	19
7:45-8:45	11	9	20
8:00-9:00	13	11	24
4:00-5:00	24	22	46
4:15-5:15	30	26	56
4:30-5:30	24	25	49
4:45-5:45	29	25	54
5:00-6:00	33	28	61



City: Santa Ana  
 Location: Ace Hardware, 3501 W 1st Street  
 Date: Wednesday, August 30, 2023  
 Count Type: Driveway Volume Count

	W 1st St Driveway		
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	0	0	0
7:30	2	1	3
7:45	1	2	3
8:00	2	0	2
8:15	3	1	4
8:30	1	1	2
8:45	1	2	3
9:00	1	2	3
9:15	8	5	13
9:30	8	2	10
9:45	6	3	9
10:00	7	5	12
10:15	3	2	5
10:30	2	4	6
10:45	1	0	1
11:00	4	5	9
11:15	5	5	10
11:30	7	1	8
11:45	7	7	14
12:00	3	3	6
12:15	2	3	5
12:30	4	2	6
12:45	1	3	4
13:00	4	1	5
13:15	4	4	8
13:30	7	3	10
13:45	6	5	11
14:00	4	9	13
14:15	6	1	7
14:30	5	2	7
14:45	7	4	11
15:00	6	4	10
15:15	5	6	11
15:30	2	3	5
15:45	5	4	9
16:00	6	3	9
16:15	5	0	5
16:30	4	3	7
16:45	3	3	6
17:00	3	2	5
17:15	5	3	8
17:30	4	5	9
17:45	4	2	6
18:00	5	3	8
18:15	3	1	4
18:30	3	3	6
18:45	3	4	7
19:00	1	1	2
19:15	3	0	3
19:30	0	0	0
19:45	0	0	0
20:00	0	0	0
20:15	2	0	2
20:30	1	0	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>195</b>	<b>138</b>	<b>333</b>

	N Gunther Pl Driveway		
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	1	1	2
7:45	2	1	3
8:00	1	3	4
8:15	3	1	4
8:30	1	4	5
8:45	3	2	5
9:00	3	1	4
9:15	2	1	3
9:30	2	8	10
9:45	2	2	4
10:00	1	5	6
10:15	4	3	7
10:30	3	5	8
10:45	2	3	5
11:00	1	1	2
11:15	5	2	7
11:30	2	6	8
11:45	2	8	10
12:00	3	2	5
12:15	1	3	4
12:30	2	2	4
12:45	4	4	8
13:00	8	4	12
13:15	3	6	9
13:30	2	6	8
13:45	2	2	4
14:00	4	2	6
14:15	1	4	5
14:30	0	5	5
14:45	1	2	3
15:00	3	3	6
15:15	6	6	12
15:30	3	3	6
15:45	0	5	5
16:00	4	3	7
16:15	2	5	7
16:30	4	8	12
16:45	1	3	4
17:00	4	4	8
17:15	2	3	5
17:30	6	3	9
17:45	4	6	10
18:00	1	5	6
18:15	4	2	6
18:30	1	2	3
18:45	1	5	6
19:00	0	3	3
19:15	0	3	3
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	0	2	2
20:30	0	1	1
20:45	1	1	2
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>119</b>	<b>176</b>	<b>295</b>

	TOTAL		
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	0	0	0
7:15	1	0	1
7:30	3	2	5
7:45	3	3	6
8:00	3	3	6
8:15	6	2	8
8:30	2	5	7
8:45	4	4	8
9:00	4	3	7
9:15	10	6	16
9:30	10	10	20
9:45	8	5	13
10:00	8	10	18
10:15	7	5	12
10:30	5	9	14
10:45	3	3	6
11:00	5	6	11
11:15	10	7	17
11:30	9	7	16
11:45	9	15	24
12:00	6	5	11
12:15	3	6	9
12:30	6	4	10
12:45	5	7	12
13:00	12	5	17
13:15	7	10	17
13:30	9	9	18
13:45	8	7	15
14:00	8	11	19
14:15	7	5	12
14:30	5	7	12
14:45	8	6	14
15:00	9	7	16
15:15	11	12	23
15:30	5	6	11
15:45	5	9	14
16:00	10	6	16
16:15	7	5	12
16:30	8	11	19
16:45	4	6	10
17:00	7	6	13
17:15	7	6	13
17:30	10	8	18
17:45	8	8	16
18:00	6	8	14
18:15	7	3	10
18:30	4	5	9
18:45	4	9	13
19:00	1	4	5
19:15	3	3	6
19:30	0	0	0
19:45	0	0	0
20:00	0	1	1
20:15	2	2	4
20:30	1	1	2
20:45	1	1	2
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>314</b>	<b>314</b>	<b>628</b>

	Entering	Exiting	Total
7:00-8:00	7	5	12
7:15-8:15	10	8	18
7:30-8:30	15	10	25
7:45-8:45	14	13	27
8:00-9:00	15	14	29
4:00-5:00	29	28	57
4:15-5:15	26	28	54
4:30-5:30	26	29	55
4:45-5:45	28	26	54
5:00-6:00	32	28	60



City: Santa Ana  
 Location: Ace Hardware, 3501 W 1st Street  
 Date: Thursday, August 31, 2023  
 Count Type: Driveway Volume Count

W 1st St Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	1	2	3
7:15	0	0	0
7:30	1	0	1
7:45	2	1	3
8:00	1	1	2
8:15	1	0	1
8:30	2	1	3
8:45	3	3	6
9:00	2	0	2
9:15	4	3	7
9:30	3	4	7
9:45	3	1	4
10:00	6	2	8
10:15	10	6	16
10:30	4	2	6
10:45	2	4	6
11:00	3	3	6
11:15	7	3	10
11:30	3	6	9
11:45	2	4	6
12:00	5	3	8
12:15	11	5	16
12:30	4	5	9
12:45	3	3	6
13:00	6	4	10
13:15	1	1	2
13:30	2	1	3
13:45	5	2	7
14:00	5	2	7
14:15	6	4	10
14:30	2	3	5
14:45	5	6	11
15:00	3	1	4
15:15	5	2	7
15:30	2	4	6
15:45	2	3	5
16:00	12	1	13
16:15	9	8	17
16:30	9	2	11
16:45	9	3	12
17:00	4	5	9
17:15	4	2	6
17:30	5	2	7
17:45	4	4	8
18:00	3	3	6
18:15	8	5	13
18:30	1	4	5
18:45	2	1	3
19:00	3	0	3
19:15	1	0	1
19:30	0	0	0
19:45	2	1	3
20:00	0	1	1
20:15	0	0	0
20:30	0	1	1
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>203</b>	<b>139</b>	<b>342</b>

N Gunther Pl Driveway			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	2	0	2
7:15	0	0	0
7:30	0	1	1
7:45	0	2	2
8:00	1	0	1
8:15	1	2	3
8:30	3	2	5
8:45	2	2	4
9:00	3	4	7
9:15	1	2	3
9:30	2	3	5
9:45	1	1	2
10:00	0	4	4
10:15	1	3	4
10:30	4	5	9
10:45	3	3	6
11:00	5	2	7
11:15	0	4	4
11:30	0	0	0
11:45	4	4	8
12:00	4	6	10
12:15	8	9	17
12:30	2	5	7
12:45	3	5	8
13:00	3	4	7
13:15	4	5	9
13:30	4	3	7
13:45	3	3	6
14:00	2	5	7
14:15	0	6	6
14:30	0	2	2
14:45	3	3	6
15:00	3	4	7
15:15	3	6	9
15:30	3	4	7
15:45	2	1	3
16:00	1	3	4
16:15	2	5	7
16:30	1	7	8
16:45	1	4	5
17:00	3	5	8
17:15	3	5	8
17:30	4	5	9
17:45	0	1	1
18:00	2	3	5
18:15	3	3	6
18:30	2	4	6
18:45	2	4	6
19:00	0	5	5
19:15	0	1	1
19:30	1	1	2
19:45	0	0	0
20:00	1	0	1
20:15	0	0	0
20:30	1	0	1
20:45	0	0	0
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>107</b>	<b>171</b>	<b>278</b>

TOTAL			
	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	0	0	0
6:30	0	0	0
6:45	0	0	0
7:00	3	2	5
7:15	0	0	0
7:30	1	1	2
7:45	2	3	5
8:00	2	1	3
8:15	2	2	4
8:30	5	3	8
8:45	5	5	10
9:00	5	4	9
9:15	5	5	10
9:30	5	7	12
9:45	4	2	6
10:00	6	6	12
10:15	11	9	20
10:30	8	7	15
10:45	5	7	12
11:00	8	5	13
11:15	7	7	14
11:30	3	6	9
11:45	6	8	14
12:00	9	9	18
12:15	19	14	33
12:30	6	10	16
12:45	6	8	14
13:00	9	8	17
13:15	5	6	11
13:30	6	4	10
13:45	8	5	13
14:00	7	7	14
14:15	6	10	16
14:30	2	5	7
14:45	8	9	17
15:00	6	5	11
15:15	8	8	16
15:30	5	8	13
15:45	4	4	8
16:00	13	4	17
16:15	11	13	24
16:30	10	9	19
16:45	10	7	17
17:00	7	10	17
17:15	7	7	14
17:30	9	7	16
17:45	4	5	9
18:00	5	6	11
18:15	11	8	19
18:30	3	8	11
18:45	4	5	9
19:00	3	5	8
19:15	1	1	2
19:30	1	1	2
19:45	2	1	3
20:00	1	1	2
20:15	0	0	0
20:30	1	1	2
20:45	0	1	1
21:00	0	0	0
21:15	0	0	0
21:30	0	0	0
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>310</b>	<b>310</b>	<b>620</b>

	Entering	Exiting	Total
7:00-8:00	6	6	12
7:15-8:15	5	5	10
7:30-8:30	7	7	14
7:45-8:45	11	9	20
8:00-9:00	14	11	25
4:00-5:00	44	33	77
4:15-5:15	38	39	77
4:30-5:30	34	33	67
4:45-5:45	33	31	64
5:00-6:00	27	29	56



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: 3-Day Total  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	5	1	6
6:15	3	2	5
6:30	0	0	0
6:45	2	0	2
7:00	4	2	6
7:15	6	5	11
7:30	8	3	11
7:45	13	4	17
8:00	15	15	30
8:15	31	33	64
8:30	23	24	47
8:45	28	28	56
9:00	25	22	47
9:15	23	20	43
9:30	35	33	68
9:45	34	40	74
10:00	30	29	59
10:15	31	37	68
10:30	40	28	68
10:45	33	31	64
11:00	35	30	65
11:15	41	45	86
11:30	42	36	78
11:45	45	44	89
12:00	38	38	76
12:15	43	34	77
12:30	40	52	92
12:45	36	33	69
13:00	36	34	70
13:15	55	55	110
13:30	43	35	78
13:45	40	42	82
14:00	36	37	73
14:15	38	36	74
14:30	42	42	84
14:45	39	47	86
15:00	38	39	77
15:15	41	33	74
15:30	34	43	77
15:45	45	44	89
16:00	48	46	94
16:15	43	37	80
16:30	36	36	72
16:45	42	43	85
17:00	53	55	108
17:15	51	53	104
17:30	46	45	91
17:45	44	52	96
18:00	41	42	83
18:15	44	36	80
18:30	33	37	70
18:45	33	39	72
19:00	32	41	73
19:15	41	31	72
19:30	34	34	68
19:45	38	37	75
20:00	27	27	54
20:15	18	24	42
20:30	17	20	37
20:45	16	21	37
21:00	1	9	10
21:15	5	10	15
21:30	1	3	4
21:45	0	1	1
22:00	0	2	2
22:15	0	0	0
22:30	0	0	0
22:45	0	2	2
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>1940</b>	<b>1939</b>	<b>3879</b>

4.862 tsf		
Entering	Exiting	Total

7:00-8:00	31	14	45
7:15-8:15	42	27	69
7:30-8:30	67	55	122
7:45-8:45	82	76	158
8:00-9:00	97	100	197
<b>AM Pk Hr Rates</b>	<b>6.65</b>	<b>6.86</b>	<b>13.51</b>

4:00-5:00	169	162	331
4:15-5:15	174	171	345
4:30-5:30	182	187	369
4:45-5:45	192	196	388
5:00-6:00	194	205	399
<b>PM Pk Hr Rates</b>	<b>13.30</b>	<b>14.05</b>	<b>27.35</b>

**Daily Rate 265.94**



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Tuesday, August 29, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	3	0	3
6:15	1	2	3
6:30	0	0	0
6:45	0	0	0
7:00	1	0	1
7:15	3	2	5
7:30	3	1	4
7:45	5	1	6
8:00	10	8	18
8:15	13	15	28
8:30	5	9	14
8:45	11	13	24
9:00	9	7	16
9:15	9	7	16
9:30	11	11	22
9:45	12	12	24
10:00	12	10	22
10:15	13	17	30
10:30	16	11	27
10:45	7	9	16
11:00	13	9	22
11:15	12	13	25
11:30	15	14	29
11:45	16	14	30
12:00	12	13	25
12:15	17	10	27
12:30	12	19	31
12:45	13	10	23
13:00	10	6	16
13:15	20	17	37
13:30	10	11	21
13:45	12	10	22
14:00	10	14	24
14:15	22	15	37
14:30	15	18	33
14:45	11	16	27
15:00	9	8	17
15:15	18	11	29
15:30	11	14	25
15:45	13	15	28
16:00	17	16	33
16:15	14	14	28
16:30	13	15	28
16:45	11	17	28
17:00	18	16	34
17:15	15	18	33
17:30	16	11	27
17:45	13	18	31
18:00	10	13	23
18:15	11	9	20
18:30	15	13	28
18:45	9	14	23
19:00	8	13	21
19:15	15	8	23
19:30	6	12	18
19:45	17	14	31
20:00	9	10	19
20:15	5	6	11
20:30	6	8	14
20:45	2	3	5
21:00	0	1	1
21:15	0	2	2
21:30	0	2	2
21:45	0	0	0
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>645</b>	<b>645</b>	<b>1290</b>

Entering	Exiting	Total
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7:00-8:00	12	4	16
7:15-8:15	21	12	33
7:30-8:30	31	25	56
7:45-8:45	33	33	66
8:00-9:00	39	45	84

4:00-5:00	55	62	117
4:15-5:15	56	62	118
4:30-5:30	57	66	123
4:45-5:45	60	62	122
5:00-6:00	62	63	125



City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Wednesday, August 30, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	2	1	3
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	1	0	1
7:15	1	2	3
7:30	3	2	5
7:45	4	1	5
8:00	2	5	7
8:15	11	9	20
8:30	10	9	19
8:45	9	8	17
9:00	9	8	17
9:15	0	0	0
9:30	12	13	25
9:45	12	12	24
10:00	9	11	20
10:15	11	12	23
10:30	15	12	27
10:45	14	10	24
11:00	10	10	20
11:15	12	12	24
11:30	9	7	16
11:45	16	14	30
12:00	12	15	27
12:15	15	13	28
12:30	13	16	29
12:45	12	14	26
13:00	10	13	23
13:15	18	16	34
13:30	17	16	33
13:45	14	17	31
14:00	13	10	23
14:15	11	12	23
14:30	14	12	26
14:45	11	15	26
15:00	13	13	26
15:15	16	14	30
15:30	11	15	26
15:45	16	14	30
16:00	18	16	34
16:15	18	14	32
16:30	14	13	27
16:45	20	18	38
17:00	18	23	41
17:15	20	19	39
17:30	16	17	33
17:45	14	16	30
18:00	19	19	38
18:15	20	11	31
18:30	6	16	22
18:45	9	9	18
19:00	13	13	26
19:15	16	14	30
19:30	17	16	33
19:45	11	10	21
20:00	10	9	19
20:15	12	15	27
20:30	7	8	15
20:45	7	6	13
21:00	0	6	6
21:15	2	3	5
21:30	0	0	0
21:45	0	1	1
22:00	0	0	0
22:15	0	0	0
22:30	0	0	0
22:45	0	0	0
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>677</b>	<b>675</b>	<b>1352</b>

Entering	Exiting	Total
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7:00-8:00	9	5	14
7:15-8:15	10	10	20
7:30-8:30	20	17	37
7:45-8:45	27	24	51
8:00-9:00	32	31	63

4:00-5:00	70	61	131
4:15-5:15	70	68	138
4:30-5:30	72	73	145
4:45-5:45	74	77	151
5:00-6:00	68	75	143





City: Newport Beach  
 Location: Mother's Market, 3049 E Coast Hwy  
 Date: Thursday, August 31, 2023  
 Count Type: Driveway Volume Count

	Entering	Exiting	Total
0:00	0	0	0
0:15	0	0	0
0:30	0	0	0
0:45	0	0	0
1:00	0	0	0
1:15	0	0	0
1:30	0	0	0
1:45	0	0	0
2:00	0	0	0
2:15	0	0	0
2:30	0	0	0
2:45	0	0	0
3:00	0	0	0
3:15	0	0	0
3:30	0	0	0
3:45	0	0	0
4:00	0	0	0
4:15	0	0	0
4:30	0	0	0
4:45	0	0	0
5:00	0	0	0
5:15	0	0	0
5:30	0	0	0
5:45	0	0	0
6:00	0	0	0
6:15	1	0	1
6:30	0	0	0
6:45	1	0	1
7:00	2	2	4
7:15	2	1	3
7:30	2	0	2
7:45	4	2	6
8:00	3	2	5
8:15	7	9	16
8:30	8	6	14
8:45	8	7	15
9:00	7	7	14
9:15	14	13	27
9:30	12	9	21
9:45	10	16	26
10:00	9	8	17
10:15	7	8	15
10:30	9	5	14
10:45	12	12	24
11:00	12	11	23
11:15	17	20	37
11:30	18	15	33
11:45	13	16	29
12:00	14	10	24
12:15	11	11	22
12:30	15	17	32
12:45	11	9	20
13:00	16	15	31
13:15	17	22	39
13:30	16	8	24
13:45	14	15	29
14:00	13	13	26
14:15	5	9	14
14:30	13	12	25
14:45	17	16	33
15:00	16	18	34
15:15	7	8	15
15:30	12	14	26
15:45	16	15	31
16:00	13	14	27
16:15	11	9	20
16:30	9	8	17
16:45	11	8	19
17:00	17	16	33
17:15	16	16	32
17:30	14	17	31
17:45	17	18	35
18:00	12	10	22
18:15	13	16	29
18:30	12	8	20
18:45	15	16	31
19:00	11	15	26
19:15	10	9	19
19:30	11	6	17
19:45	10	13	23
20:00	8	8	16
20:15	1	3	4
20:30	4	4	8
20:45	7	12	19
21:00	1	2	3
21:15	3	5	8
21:30	1	1	2
21:45	0	0	0
22:00	0	2	2
22:15	0	0	0
22:30	0	0	0
22:45	0	2	2
23:00	0	0	0
23:15	0	0	0
23:30	0	0	0
23:45	0	0	0
<b>TOTAL</b>	<b>618</b>	<b>619</b>	<b>1237</b>

Entering	Exiting	Total
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7:00-8:00	10	5	15
7:15-8:15	11	5	16
7:30-8:30	16	13	29
7:45-8:45	22	19	41
8:00-9:00	26	24	50

4:00-5:00	44	39	83
4:15-5:15	48	41	89
4:30-5:30	53	48	101
4:45-5:45	58	57	115
5:00-6:00	64	67	131



# APPENDIX E

## RESPONSE TO COMMENTS



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## MEMORANDUM

**DATE:** August 20, 2024

**TO:** Kevin Jackson, Planning and Building Director, City of Piedmont

**FROM:** Shanna Guiler, AICP, Associate/Environmental Planner

**SUBJECT:** 29 Wildwood Avenue Electric Vehicle Charging Station Project Initial Study/Mitigated Negative Declaration - Response to Comments

In accordance with Section 15074 of the CEQA Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides a response to the written comments received on the 29 Wildwood Avenue Electric Vehicle Charging Station Project Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Piedmont (City) decision-makers in their review of the project.

The Draft IS/MND was available for public review and comment for a 20-day period beginning on Friday July 12, 2024, and ending on Thursday, August 1, 2024. Five comment letters were received on the Draft IS/MND. In the following pages, the comments and responses are enumerated to allow for cross-referencing of CEQA-related comments. The enumerated comment letter is included in this memorandum, followed by the respective responses. Individual comments within the letter are numbered consecutively. For example, comment A-1 is the first numbered comment in Letter A.

The following comment letters were submitted:

LETTER A  
East Bay Municipal Utility District, David J. Rehnstrom, Manager of Water Distribution  
Planning  
July 17, 2024

LETTER B  
Greg Block  
July 24, 2024

LETTER C  
Miguel DeAvila  
August 1, 2024

LETTER D  
Bernice & Michael Gallagher  
August 1, 2024

LETTER E  
Michael Gallagher  
August 1, 2024

As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

Written responses to all written comments received on the Draft IS/MND are provided below. Mitigation measures identified in the Draft IS/MND are incorporated into the Mitigation Monitoring and Reporting Program (Attachment A). The MMRP will be adopted by the City if the IS/MND is adopted.

July 17, 2024

Kevin Jackson, Planning and Building Director  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611

Re: Notice of Intent to Adopt an Initial Study and Mitigated Negative Declaration for the 29 Wildwood Avenue Electric Vehicle Charging Station Project, Piedmont

Dear Mr. Jackson:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Mitigated Negative Declaration for the 29 Wildwood Avenue Electric Vehicle Charging Station Project located in the City of Piedmont (City). EBMUD has the following comments.

**WATER SERVICE**

EBMUD’s Aqueduct Pressure Zone, with a service elevation between 100 and 200 feet, will serve the proposed development. When the development plans are finalized, the project sponsor should contact EBMUD’s New Business Office and request a water service estimate to determine costs and conditions for providing water service to the project. Engineering and installation of water services require substantial lead time, which should be provided for in the project sponsor’s development schedule.

|  
A-1  
|

**CONTAMINATED SOILS**

EBMUD’s Standard Site Assessment Report and the project’s Initial Study and Mitigated Negative Declaration indicate the potential for contaminated soils or groundwater to be present within the project site boundaries. The project sponsor should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

|  
A-2  
|

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation. Alternatively, EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

A-2  
(cont.)

### WATER CONSERVATION

The project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

A-3

Sincerely,



David J. Rehnstrom  
Manager of Water Distribution Planning

DJR:CRS:djr  
wdpd24\_132 29 Wildwood Avenue Electric Vehicle Charging Station Project.doc



**LETTER A****East Bay Municipal Utility District (EBMUD), David J. Rehnstrom, Manager of Water Distribution Planning****July 17, 2024**

Response A-1: The comment requests that the project sponsor contact EBMUD to request a water service assessment once development plans are finalized. As requested, the project sponsor will contact EMBUD's New Business Office once development plans are finalized to determine the costs and conditions for providing water service.

As noted in Section 4.19 of the IS/MND, the proposed project would remove existing sewer and water laterals within the project site. Existing sewer and water mains, gas distribution lines, electrical distribution lines, and storm drain within the adjacent public right-of-way and within the southernmost portion of the project site would remain in place. The proposed project would connect directly to existing mains, which have sufficient capacity to accommodate the proposed project. The proposed project would not require the construction of new water treatment facilities or the expansion of existing facilities, other than those already planned. As such the proposed project would have a less-than-significant impact on water distribution infrastructure.

Response A-2: EBMUD's policy and requirements for servicing a project with contaminated soil or groundwater is noted. As discussed on page 4-42 of the Draft IS/MND, removal of the existing USTs at the project site would occur separate from and prior to commencement of the proposed project. Contaminated soil encountered during removal of the UST, dispenser island and piping would be removed as part of the UST removal. Prior to redevelopment, additional subsurface investigation activities will be required to evaluate chemicals of concern (COCs) in soil, groundwater and/or soil vapor from potential release(s) to the subsurface from the auto repair facility and management of hazardous waste during the operation of the site as a service station. Depending on the results of the investigations, additional remedial activities may be required to protect construction workers during demolition and redevelopment of the site, future site occupants, and the adjacent community.

The project sponsor will be required to submit investigation work plans, investigation reports, and Remedial Action Implementation Plan to Alameda County Environmental Health Department (ACEHD) for review and approval. Coordination of the remediation work with construction of the proposed project will be dependent on the extent of contamination, risk to human health, and the redevelopment plans and schedule. In addition to the Remedial Action Implementation Plan, the project sponsor will be required

to submit a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan and Construction Management Plan to the City of Piedmont and ACEHD for review and approval. Compliance with existing regulations, including the requirements of the ACEHD would ensure that impacts related to hazardous soil and groundwater conditions would be less than significant. In accordance with EBMUD requirements, the project sponsor will provide all necessary documentation, including the approved Remedial Action Implementation Plan, to EBMUD prior to any pipeline or service installation.

Response A-3:

As described on page 2-9 of the IS/MND, a total of 1,595 square feet of landscaped area would be added to the project site, 400 square feet of which would be used as bio-retention areas. Shrubs and ground cover would be planted along the southern portion of the project site, near the corner of Wildwood Avenue and Grand Avenue, within the site interior and along the northern property boundary. Landscape improvements are required to be consistent with the current versions of the State's Water Efficient Landscape Ordinance and Section 31 of EBMUD's Water Service Regulations (Water Efficiency Requirements). As discussed in Response A-1 and in the IS/MND, the proposed project would not require new or expanded water supply entitlements and would comply with all federal, State and local laws established for the purpose of water conservation.

Comment  
Letter  
B

From: [Kevin Jackson](#)  
To: [Greg Block](#)  
Cc: [Jerald Block](#); [Halley Theodore](#); [Audrey Block](#); [Paul King](#)  
Subject: Re: 29 Wildwood Ave Hearing  
Date: Wednesday, July 24, 2024 3:33:47 PM

Good Afternoon Mr. Block,  
I'm confirming receipt of your comments. Thank you for your interest in the project.

Kevin Jackson  
Director of Planning & Building  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611  
(510) 420-3039

**From:** Greg Block <gblock59@gmail.com>  
**Sent:** Monday, July 22, 2024 9:26:23 PM  
**To:** Kevin Jackson <kjackson@piedmont.ca.gov>  
**Cc:** Jerald Block <jeraldblock@gmail.com>; Halley Theodore <halleytheo@gmail.com>; Audrey Block <audreyblock@gmail.com>; Paul King <pdking0000@aol.com>  
**Subject:** 29 Wildwood Ave Hearing

You don't often get email from gblock59@gmail.com. [Learn why this is important](#)

**[EXTERNAL]** This email originated from an **external source**. Please use judgment and **caution** when opening attachments, clicking links, or responding.

We are the owners of 1221 Grand Ave, situated across the street from 29 Wildwood Ave, the subject of the published "NOTICE OF INTENT TO ADOPT AN INITIAL STUDY - MITIGATED NEGATIVE DECLARATION FOR CUP2023-001/SIGN2023-001/DRPC2023-0025/VAR2024-002 - 29 WILDWOOD AVENUE"

We support this project and associated variance so long as the current owner and operator (Shell) fully scopes and remediates any contamination arising from their current and historical use, on and off their site.

B-1

We appreciate your including these comments in the record.

Greg Block  
127 SW Kingston Ave  
Portland, OR 97205

**LETTER B**  
**Greg Block**  
**July 24, 2024**

Response B-1:           The comment, which expresses general support for the proposed project provided that contaminants are appropriately remediated, is acknowledged. The commenter's position related to the merits of the project does not relate to the adequacy of the information or analysis provided in the Draft IS/MND and will be considered by City decision-makers prior to making a determination regarding project approval. Please also refer to Response A-2, related to hazards and hazardous materials.

From: [Miguel DeAvila](#)  
To: [Kevin Jackson](#)  
Subject: public comments regarding Mitigated Negative Declaration at 29 Wildwood  
Date: Thursday, August 1, 2024 6:05:13 AM

**[EXTERNAL] This email originated from an external source. Please use judgment and caution when opening attachments, clicking links, or responding.**

[ Please share with City Council, Planning Commission, and Staff, and enter in to public record for the September 9<sup>th</sup> Planning Commission meeting. Thank you. --Miguel]

Greetings City Council and Members of Staff,

My name is Miguel DeAvila. I live with my family at 1250 Grand Ave, across the street from Ace Hardware and one home away from 29 Wildwood. I'm pleased about the overall direction the property is taking. Given all the constraints for development on that site, I think the EV hub is very promising.

The devil, of course, is in the details. I, like many of my neighbors, specifically object to the proposed 24/7/365 operation. We have repeated this objection ad nauseam, at every stage and opportunity regarding the project, and it is disappointing that the Mitigated Negative Declaration does not address the topic at all.

A long-running theme in my experience with 29 Wildwood, and one that I have spoken to this body about previously, is the City as a reluctant administrator. Like any business in Piedmont, 29 Wildwood was subject to rules under the Piedmont City Code and specifically under a CUP. Stretching back for the 10 years that we have lived nearby, it has fallen to the residents and neighbors to monitor and enforce those obligations. Tires in the setback, cars parked on the sidewalk, unattended fuel transfers, operating outside of the established business hours. In all of those situations the burden of paying attention has been left to the residents and it has required a very determined neighborhood to drag the City into enforcing its own rules.

Now with new ownership, it's an equal opportunity for the City to faithfully consider the administrative responsibility it wants to take for itself, the obligations it expects the business itself to shoulder, and the burden it feels appropriate to place onto the neighborhood residents.

Unfortunately, the Mitigated Negative Declaration contains only two sentences, in a 193-page document, regarding the operating conditions; 24/7/365 operations and zero on-site staffing. The reluctant administrator is joined by a fully in-absentia operator.

The 24/7/365 operation maximizes the likelihood of disturbance to the neighborhood, and the

lack of on-site staff ensures that it is neighborhood residents who will bear the brunt of entirely predictable events at 10pm, midnight, 2am, 4am, 5am etc.

Is it my job to maintain the peace and quiet of the neighborhood? Am I supposed to monitor the picnic area? Am I supposed to phone PPD when there are people in the picnic area but none of the charging stalls are occupied? Should I inspect the restrooms each evening to ensure that only actual active customers are using them?

**24/7/365 operating hours, a picnic/seating area, and zero on-site staffing create an attractive nuisance.** It invites loitering and puts the burden of monitoring and supervision on neighbors and residents.

We support the development at 29 Wildwood as an EV Hub, but we ask, again, that operating hours are consistent with actual historic usage of 6am - 10pm.

Thank you,

Miguel DeAvila

**LETTER C**  
**Miguel DeAvila**  
**August 1, 2024**

Response C-1:

The comment, which raises concerns about proposed project operations, is acknowledged. As described on page 2-9 of the Draft IS/MND, the proposed EV charging station would operate 7 days per week, 24 hours per day. The proposed facility would be managed off site by a customer service manager, and EV chargers would be monitored remotely. Occasional maintenance of site facilities, EV chargers, and landscaping would occur. The project site is located within the Zone D zoning district. According to Division 17.26.030 of the Piedmont City Code, the proposed project requires approval of a an application for Conditional Use Permit (CUP). When approved, a CUP states the approved hours of operation, number of employees, parking restrictions and other details regarding the business. The CUP application for the proposed project includes operation 7 days per week, 24 hours per day. With approval of the CUP, the proposed project would be consistent with the City's Zoning Ordinance, including permitted development intensity, setbacks, parking, and other development regulations.

The Draft IS/MND evaluated the potential environmental impacts associated with construction and operation of the proposed project and determined that impacts would primarily be related to construction-period activities, would be temporary in nature, and would be reduced to a less than significant level with implementation of identified mitigation measures.

This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

August 1, 2024

Kevin Jackson  
Planning & Building Director  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611

**Subject: Concerns and Feedback on Shell Recharge EV Station at 29 Wildwood Ave**

Dear Mr. Jackson,

We are writing as next-door neighbors at 1246 Grand Ave to provide feedback on the proposed Shell Recharge EV station at 29 Wildwood Ave. While we support the environmental benefits of the EV station, we have significant concerns that need to be addressed.

**1. Privacy and Noise:**

- There is a discrepancy in the plans: the lighting proposal specifies an 8-foot fence, but the landscape details only show a 6-foot fence. We strongly request the installation of an 8-foot **solid** fence to ensure privacy and reduce noise, as our kitchen, dining, and living room windows directly face the station.
- The proposed landscaped rest area with a picnic table and bench will compromise our privacy and increase noise and potential smoke disturbance. We request its removal.

| D-1  
|  
| D-2  
|

**2. 24/7 Operating Hours:**

- We oppose the 24/7 operating hours for the unattended station. Historically, this site has not operated around the clock, and doing so now would negatively impact the quality of life for nearby residents. There are already several 24/7 businesses near the freeway that are better suited for such operations without disturbing residential areas.

| D-3  
|

**3. Environmental Concerns:**

- The presence of benzene in soil gas samples exceeds regulatory screening criteria and poses health risks. We need detailed information on how Shell plans to monitor and mitigate these benzene levels.
- We also seek details on Shell's dust and odor mitigation plan during tank removal. We are aware that the existing building and its surroundings are contaminated and want to know what the demolition and contamination mitigation plans are for that area. These concerns were briefly discussed at the community meeting on 11/29/23, but nothing has been provided in writing to inform the community, and 8 months have passed since then.

| D-4  
| D-5  
|



We urge the City to review these concerns thoroughly to ensure our privacy and safety are adequately protected.

Thank you for your attention and consideration.

Best regards,

**Bernice & Michael Gallagher**  
1246 Grand Ave  
Piedmont, CA  
C# 860-538-8388

**LETTER D****Bernice and Michael Gallagher****August 1, 2024**

Response D-1: The comment, which requests installation of an 8-foot solid fence, is noted. As described on page 2-5 of the Draft IS/MND, the proposed project would include installation of a new 6-foot-tall Trex fence along the rear property boundary and around the EV charging infrastructure. As shown on Figure 2-5, the proposed project would also include landscaping, including tree plantings along the northern property boundary that would provide both landscape screening and noise attenuation.

The Draft IS/MND evaluated potential long-term noise impacts resulting from the proposed project. As described on pp. 4-62 and 4-63, existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard of 50 dBA  $L_{eq}$ . In addition, operation of EV charging equipment would be required to comply with Section 8.02.020 of the Piedmont City Code, which requires machinery to include mitigating equipment to reduce the sound at the edge of the property when necessary for compliance. In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would not occur at the residential uses to the north. This can be achieved through methods such as equipment selection or noise reduction features such as equipment enclosures or property line barriers. Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.

This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response D-2: The comment, which requests removal of the proposed landscaped picnic area, is noted. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response D-3: The comment, which opposes the proposed 24/7 operation for the proposed project, is noted. As described above in Response C-1, According to Division 17.26.030 of the Piedmont City Code, the proposed project requires approval of an application for Conditional Use Permit (CUP). When approved, a CUP states the approved hours of operation, number of

employees, parking restrictions and other details regarding the business. The CUP application for the proposed project includes operation 7 days per week, 24 hours per day. With approval of the CUP, the proposed project would be consistent with the City's Zoning Ordinance, including permitted development intensity, setbacks, parking, and other development regulations. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response D-4:

The comment, which requests additional information related to the presence of benzene at the project site, is noted. As described on page 4-40 of the Draft IS/MND, benzene was detected in two soil gas samples above applicable regulatory screening criteria. However, the Phase II Site Investigation concluded that although soil gas impacts were above applicable regulatory screening criteria, the levels are within the acceptable range for the commercial/industrial occupancy of the project site. Given the concentrations detected and the commercial/industrial occupancy of the project site, adverse impacts to the current and/or future occupants would be less than significant.

As discussed on page 4-42 of the Draft IS/MND, removal of the existing USTs at the project site would occur separate from and prior to commencement of the proposed project. Contaminated soil encountered during removal of the UST, dispenser island, and piping would be removed as part of the UST removal. Prior to redevelopment, additional subsurface investigation activities will be required to evaluate chemicals of concern (COCs) in soil, groundwater and/or soil vapor from potential release(s) to the subsurface from the auto repair facility and management of hazardous waste during the operation of the site as a service station. Depending on the results of the investigations, additional remedial activities may be required to protect construction workers during demolition and redevelopment of the site, future site occupants, and the adjacent community.

The project sponsor will be required to submit investigation work plans, investigation reports, and Remedial Action Implementation Plan to Alameda County Environmental Health Department (ACEHD) for review and approval. Coordination of the remediation work with construction of the proposed project will be dependent on the extent of contamination, risk to human health, and the redevelopment plans and schedule. In addition to the Remedial Action Implementation Plan, the project sponsor will be required to submit a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan and Construction Management Plan to the City of Piedmont and ACEHD for review and approval. The Draft IS/MND determines that compliance with

existing regulations, including the requirements of the ACEHD would ensure that impacts related to hazardous soil and groundwater conditions would be less than significant.

The ACEHD case file for the proposed project, including all technical documents that have been and will be prepared, is available online for public review at the State Water Resources Control Board GeoTracker website at <https://geotracker.waterboards.ca.gov/>. No change to the Draft IS/MND is required.

Response D-5:

The comment, which requests additional information regarding the tank removal and demolition activities, is noted. As described on page 4-40 of the Draft IS/MND, removal of the existing USTs at the project site would occur prior to commencement of the proposed project. Tank removal would be conducted in accordance with the requirements of the UST removal permit and under the oversight of ACDEH. UST removal activities would include removal of the existing canopy to provide access to the existing USTs; draining the USTs; removal of the three USTs, two fuel dispenser islands and associated piping; sampling of excavated areas; and removal of soil with evidence of petroleum products and backfilling excavations with clean fill. As part of the UST removal, the project sponsor will be required to prepare and implement a Health and Safety Plan, Soil Management Plan, Stormwater Pollution Prevention Plan, Air Monitoring Plan, Traffic Control Plan and Construction Management Plan.

As described on page 4-41 of the Draft IS/MND, construction of the proposed project would also require demolition of existing site structures, removal of hydraulic lifts located inside the station building, and potential removal of any additional residual contaminated soil remaining following removal of the existing USTs. The removal of hazardous building materials prior to demolition of structures is governed by federal and State laws and regulations. Compliance with these regulations would ensure that demolition and removal of existing structures on the project site would be less than significant.

As described in the Draft IS/MND, compliance with existing regulations, including the requirements of ACEDH, during construction would ensure that potential impacts associated with hazardous materials would be less than significant. No change to the Draft IS/MND is required. Please also refer to Response D-4.

Kevin Jackson  
Planning & Building Director  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611

August 01, 2024

Mike Gallagher  
1246 Grand Ave  
Piedmont, CA 94610

Dear Mr. Jackson,

I and my family live at 1246 Grand Ave, directly next door to the 29 Wildwood site and would like to share with you my concerns regarding the proposed Shell EV Charging Station.

I would like to see the transformers, air compressor, and other ancillary equipment undergrounded as this would limit auditory and electromagnetic noise, and make room for the proposed greenery. The transformers, as proposed, would be right next to the Dare's house and would surely attract graffiti as do the utility boxes at the Grand Ave crosswalk for which I have personally removed graffiti many times.

E-1

We oppose the proposed walkways that would run parallel to our living room, dining room, and kitchen windows and converge at a picnic area just six feet outside of our kitchen windows. There will be smoking, vaping, loud music, and loud phone conversations, etcetera. I know this as a fact because I have complained to the City of Piedmont about the employees at the Shell station and an aggressive homeless man smoking out there, and The City of Piedmont was unresponsive even when the smoking was taking place too close to the vent for the USTs. I have complained for years about 5:00 AM deliveries at ACE and noise at the Shell, but the silence from the City of Piedmont has been deafening and utterly disappointing. The Piedmont city officials who have proclaimed this area as the "Gateway to Piedmont", Piedmont officials have routinely professed concern about Piedmont's streetscape and the residential nature of Piedmont, and religiously observed a non-discrimination policy in the school district of Piedmont appear to care more about tax revenue than the long-suffering residential neighbors of these scofflaw businesses in Piedmont's Zone District. FACT: I once woke Mayor Wieler at 9:00 AM for a 5:00 AM noise complaint, but had to talk to a lawyer in Oakland for 5 minutes to discover that I needed to request the ACE's CUP in order to nail down when ACE can receive deliveries! This is unacceptable! This is a very progressive city that purports to care about my pronouns, so they ought to care about the very real stress and physiological harm that is incurred when I am unlawfully awakened by unlawful business operations.

E-2

The six foot fence should be replaced with an eight foot concrete wall as this might provide some privacy and deaden the noise from the picnic area that is proposed directly outside of our kitchen windows.

E-3

I also think there should be underground tanks to capture the copious amounts of toxic water that will be produced when they have to extinguish their EV fires. EV fires may be rare, but this will be a location where there will be wholesale charging activity. The high amperage of supercharging combined with the heat generated at a loose or dirty connector will eventually

E-4

lead to heat, fire, and maybe even a chain reaction battery fire. I've read that extinguishing EV fire can require 8,000 to 60,000 gallons of water; this water would be contaminated with lead, hydrogen cyanide, hydrogen fluoride, cobalt, among other toxins, and should not be allowed to drain to Lake Merritt and the Bay. Shell should anticipate such a situation and plan to capture that contaminated water and dispose of it responsibly. I've worked in electronics for over 30 years and will be here to remind you as soon as the first recharging fire happens!

E-4 (cont.)

Lake Merritt, the nation's oldest wildlife refuge, is only 4,000 feet down Grand Avenue, and should be given serious consideration throughout the demolition, remediation, along with the potential impacts of future operations at the Shell Recharge Station.

E-5

Being a tidal slough, Lake Merritt is a very fragile ecosystem that already suffers from low dissolved oxygen levels, algae blooms, runoff from the city, and restricted tidal exchange with the bay. The lake is especially susceptible to contamination which would tend to linger and remain for a long time due to the ebb and flow of the restricted tide flow.

I am also strongly opposed to 24/7 hours of operation, and I am very disappointed with Shell and with the Piedmont Planning Department for bringing this issue up for consideration. In all of our dealings with the Shell gas station, Jeff Hansen and the City of Piedmont, we have seen 24/7 imposed illegally by Mr. Hansen and then illegally authorized by the City Council due to false and misleading testimony which was provided to the City Council by Mr. Hansen and our own esteemed Planning Director. The City of Piedmont has a long history of failing to hold the Shell responsible for honoring its CUP, and I have no faith in the City of Piedmont to acknowledge and resolve problems with the station if it were permitted to unnecessarily draw in traffic when the need for 24/7 is already being met in many nearby and more appropriately located venues. I searched "EV charging near Piedmont California" and found 100 stations open 24/7 - they are shown 20 per page.

E-6

Many are located near exits for 880 and 580, and many throughout downtown Oakland. Of those that are open 24/7, dozens of them are only minutes from the 29 Wildwood location; and none of them are located next to a single-family residence. Why burden the nearby residents with unattended 24/7 operation when there are dozens of more commercial businesses just minutes away that would have more customer throughput and better safety than the 29 Wildwood location?

1. **EVgo** (519 Lake Park Ave) 0.7 miles, 3 mins 24/7
2. **Charge Point** (3250 Lakeshore Ave) 0.9 miles, 4 mins 24/7
3. **Charge Point** (4000 Howe St) 0.9 miles, 3 mins 24/7
4. **Blink** (4145 Broadway) 1.1 miles, 4 mins 24/7
5. **Blink** (380 W MacArthur Blvd) 1.3 miles, 5 mins 24/7
6. **Blink** (3510 Broadway) 1.5 miles, 5 mins 24/7
7. **Charge Point** (400 Hawthorne Ave) 1.7 miles 7 mins 24/7
8. **Blink** (2353 Webster St) 1.8 miles 6 mins 24/7
9. **EV Match** (Clarewood Dr #4406) 2.4 miles 6 mins 24/7
10. **Charge Point** (6235 La Salle Ave) 3.2 miles 8 mins 24/7

I've also found that there are situations where 24/7 charging is not necessary. The EVgo at 230 Bay Pl, Oakland, CA 94612 (located at Whole Foods) is 1.5 miles and 5 minutes away and its hours are 7AM to 10 PM while the Whole Foods' hours are 8 AM to 8 PM. This is a wonderful example of a business, a Planning Commission, and a City Council recognizing and respecting the residential nature that exists on the other side of Vernon St! Even the Volta Charging station

at 523 Mulberry St, Alameda has hours of 6 AM to 12 AM, but that's because all of the stores in that commercial district close at reasonable hours too!

With that in mind, what is a person to do while charging their car in the wee hours here in Piedmont? Nothing's open on Grand Ave in Piedmont. They could go to Safeway, but they'd better get there before midnight! The Shell patrons can't get a massage at the Golden Finger, and they can't even get a nice tattoo because both of our tattoo parlors are closed at 9:30 PM, by 8 PM! The only business open 24/7 is the 7/11, so they might as well go charge at the EVgo on Lake Park Ave!

- Ace 8:30 AM to 6:00 PM
- Liquid Courage Tattoos 8:00 AM to 8:00 PM
- Siegel's Tuxedo 11:00 AM to 7:00 PM
- Weeds Salon 10:00 AM to 7:00 PM
- Grand Piedmont Liquors 9:00 AM to 9:00 PM
- Zachary's Pizza 11:00 AM to 8:30 PM
- Safeway 6:00 AM to 12:00 AM
- Choose to be Happy Now counseling 8:30 AM to 8:00 PM
- Grand Oaks Tavern 5:00 PM to 9:00 PM & 9:30 AM to 9:00 PM Sunday •
- Golden Finger Massage- 10:00 AM to 9:30 PM
- Left Coast Yoga 9:00 AM to 8:00 PM
- Grand Nail Salon 9:00 AM to 7:00 PM
- The Town Athletics 6:00 AM to 7:00 PM
- Galleria Scola 10:00 AM to 6:00 PM
- Simplicity Pamper Lounge 10:00 AM to 6:00 PM
- The Brow N Beauty Lounge 10:00 AM to 6:00 PM
- Majori Japanese Restaurant 5 PM to 9:30 PM and closed on Sunday
- Slick & Dapper 8:00 AM to 8:00 PM
- Bell & Iron Tattoo 12:00 PM to 7:00 PM
- Young's Automotive 8:00 AM to 5:00 PM (start contrast to the ridiculous Piedmont Shell hours of 6:00 AM to 10:00 PM and the illegal 24/7 operations!)

I hope the Planning Commission and City Council will reject 24/7 operation because it is already available less than a mile away at dozens of recharge locations, 24/7 is not compatible with our residential neighborhood, and 24/7 is incompatible with every other business on Grand Ave except for the 7/11 on Mandana- and that place is truly a magnet for crime! It is also clear that 24/7 isn't the practice in nearby mixed-use areas as there isn't much foot traffic when other nearby businesses close and nearby residents turn in for the night. Lastly, those of us living closest to the Shell have seen 24/7 implemented illegally by Mr. Hansen and the city administration was useless and unresponsive despite their obligation to enforce chapter 17. There is also absolutely no upside for the nearby residents, only the potential and risk of midnight nuisances that will go ignored and unresolved by the city as happened when Mr. Hansen foisted 24/7 on us! I am also concerned about the judgment of our planning director, Kevin Jackson, per my previous letter to the city.

He lied to me about the Shell CUP allowing 24/7 fuel dispensing by telling me that .. was allowed because it was not mentioned in the CUP, I replied that only expressly authorized uses are permitted by the CUP, and he then had 24/7 added to the pending CUP saying that he was clarifying an existing use, that there was no Shell CUP until 2009, and then he and Jeff Hansen provided false or erroneous information that 24/7 was "Status Quo", this led the City Council to approve 24/7 fuel dispensing at a station that was never properly equipped for unattended refueling. As indicated in my last letter, I found direct references to the original 1990 Shell CUP which has apparently gone missing from the Shell's file in planning. I found no evidence that the neighbors of the Shell had ever had any opportunity to provide their input on those hours. I have absolutely no trust in Mr. Jackson, and I think it is totally inappropriate for him to put 24/7 on the table when he has already demonstrated a clear propensity to push 24/7 in defiance of the residents, facts, and reality.

E-6  
(cont.)

Thank you for your consideration,  
Mike Gallagher  
510.928.3720







**LETTER E**  
**Michael Gallagher**  
**August 1, 2024**

Response E-1: The comment, which requests that the proposed transformers, air compressor and other ancillary equipment be placed underground, is noted. As described above in Response D-1, the Draft IS/MND evaluated potential long-term noise impacts resulting from the proposed project. As described on pp. 4-62 and 4-63, existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard of 50 dBA  $L_{eq}$ . In addition, operation of EV charging equipment would be required to comply with Section 8.02.020 of the Piedmont City Code, which requires machinery to include mitigating equipment to reduce the sound at the edge of the property when necessary for compliance. In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would not occur at the residential uses to the north. This can be achieved through methods such as equipment selection or noise reduction features such as equipment enclosures or property line barriers. Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.

This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response E-2: The comment, which expresses opposition to the proposed walkways and picnic area, is noted. As described on page 2-5 of the Draft IS/MND, the proposed project would include installation of a new 6-foot-tall Trex fence along the rear property boundary. As shown on Figure 2-5, the proposed project would also include landscaping, including tree plantings along the northern property boundary. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response E-3: The comment, which requests that the proposed 6-foot fence be replaced with an 8-foot fence, is noted. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City

decision-makers prior to making a determination regarding project approval.

Response E-4: The comment, which requests that underground tanks be provided to capture toxic water that might be produced in the event of an EV fire, is noted. As described on page 4-68 of the Draft IS/MND, the proposed project could result in an incremental increase in demand for fire protection service due to the increase in daytime population at the project site and the potential for accidental hazardous materials releases or fires that could be associated with emergency situations at the charging facility. However, the proposed project would be required to comply with all applicable codes for fire safety and emergency access. In addition, the project sponsor would be required to submit plans to Piedmont Fire Department (PFD) for review and approval prior to the issuance of building permits to ensure the project would conform to applicable building and fire codes, including the potential for PFD to handle a potential EV fire. Therefore, impacts related to fire protection and safety services would be less than significant. No change to the Draft IS/MND is required.

Response E-5: The comment, which requests that consideration be given to potential impacts of future operations on Lake Merritt, is acknowledged. As described on page 4-48 of the Draft IS/MND, the proposed project would reduce the amount of impervious surface on the site to 8,096 square feet and provide 1,595 square feet of pervious area, including landscaping and bio-retention, in compliance with the Municipal Regional Permit. In addition, the project sponsor will be required to comply with existing National Pollutant Discharge Elimination System (NPDES) permit requirements and implement construction and operational BMPs to reduce pollutants of concern in stormwater runoff, in accordance with City requirements and the Alameda County Clean Water Program. Compliance with these regulatory requirements would ensure that the proposed project would not degrade or alter water quality, thereby causing the receiving waters to exceed the water quality objectives or impair the beneficial use of receiving waters. Due to the distance of the site from Lake Merritt, the inclusion of bio-retention as part of the project design, and the regulatory requirements governing remediation of contaminated soils at the project site (see Response A-2), it is not anticipated that the proposed project would result in any impacts to Lake Merritt. No change to the Draft IS/MND is required.

Response E-6: The comment, which opposes the proposed 24/7 operation for the proposed project, is noted. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval. Please also see Response C-1.

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## APPENDIX F

### SECOND RESPONSE TO COMMENTS



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## MEMORANDUM

**DATE:** October 18, 2024

**To:** Kevin Jackson, Planning and Building Director, City of Piedmont

**FROM:** Shanna Guiler, AICP, Associate/Environmental Planner  
Theresa Wallace, AICP, Principal/Environmental Planner

**SUBJECT:** 29 Wildwood Avenue Electric Vehicle Charging Station Project Initial Study/Mitigated Negative Declaration – Second Response to Comments

In accordance with Section 15074 of the CEQA Guidelines, prior to approving a project, the decision-making body of the lead agency shall consider the proposed environmental document together with any comments received during the public review process. Although there is no legal requirement to formally respond to comments on a proposed Mitigated Negative Declaration (MND) as there is for an Environmental Impact Report (EIR), this memorandum provides a response to the written comments received on the 29 Wildwood Avenue Electric Vehicle Charging Station Project Initial Study/Mitigated Negative Declaration (IS/MND) to aid the City of Piedmont (City) decision-makers in their review of the project.

The Draft IS/MND was available for public review and comment for a 20-day period beginning on Friday July 12, 2024, and ending on Thursday, August 1, 2024. Five comment letters were received on the Draft IS/MND during this 20-day public review period. Responses to those five comment letters are provided in a memorandum to the City dated August 20, 2024.

Although the City of Piedmont did not receive any comments that resulted in the need to revise or recirculate the document or require preparation of an Environmental Impact Report, the City recirculated the Draft IS/MND for an additional 30-day public review period that began on Friday September 13, 2024, and ended on Sunday October 13, 2024. Four comment letters were received during this 30-day public review period. This memorandum responds to this second round of comment letters.

In the following pages, the comments and responses are enumerated to allow for cross-referencing of CEQA-related comments. The enumerated comment letter is included in this memorandum, followed by the respective responses. Individual comments within the letter are numbered consecutively. For example, comment F-1 is the first numbered comment in Letter F.

The following comment letters were submitted during the 30-day review period:

LETTER F  
Don Dare  
September 16, 2024

LETTER G  
Michael Gallagher  
October 6, 2024

LETTER H  
Malcolm and Alice Talcott  
October 3, 2024

LETTER I  
Bernice and Michael Gallagher  
October 14, 2024

As noted above, CEQA does not require or provide guidance on responding to comments on MNDs; therefore, this memorandum follows CEQA Guidelines Section 15088, applicable to responses to comments on EIRs, which requires that agencies respond only to significant environmental issues raised in connection with the project. Therefore, this document focuses primarily on responding to comments that relate to the adequacy of the information and environmental analysis provided in the IS/MND.

Written responses to all written comments received on the Draft IS/MND are provided below. Mitigation measures identified in the Draft IS/MND are incorporated into the Mitigation Monitoring and Reporting Program. The MMRP will be adopted by the City if the IS/MND is adopted.



From: [Don Dare](#)  
To: [Kevin Jackson](#)  
Cc: [Mayford Dare](#); [Mike Gallagher](#); [Malcolm Talcott](#); [Miguel Avila](#); [Martha Bureau](#); [Rosanna Bayon Moore](#); [Jim Nemechek](#); [Jen Cavanaugh](#); [Joshua Muller](#); [jeremy.randolph@shell.com](mailto:jeremy.randolph@shell.com); [Conna McCarthy](#); [Tracy Craig](#); [Holly Bybee](#); [Roger Tinkoff](mailto:Roger.Tinkoff@gmail.com); [voklejas@gmail.com](mailto:voklejas@gmail.com); [news@piedmont-post.com](mailto:news@piedmont-post.com); [news@piedmontexedra.com](mailto:news@piedmontexedra.com); [Tom Ramsey](#); [Eric Downing](#)  
Subject: Initial Study/Mitigated Negative Declaration for the Electric Vehicle Charging Station  
Date: Monday, September 16, 2024 4:42:07 PM

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[EXTERNAL] This email originated from an external source. Please use judgment and caution when opening attachments, clicking links, or responding.

Mr. Jackson,

I have reviewed the Initial Study/Mitigated Negative Declaration for the Electric Vehicle Charging Station Project at 29 Wildwood Avenue. I am concerned that the potentially significant generation of substantial temporary and permanent increases in ambient noise levels in the vicinity of the project will not be effectively mitigated.

Shell intends to install mechanical and cooling equipment less than 10 feet from my property line. The equipment documentation submitted by Shell includes this caveat. "The power cabinet and the distribution box are recommended to keep distance from the end users to have a better operation experience." I am concerned about my and other nearby neighbors' experience 24 hours a day, 7 days a week since Shell has recently issued a document requiring 24/7 operation as a "Condition of Development".

During a recent conversation with the contractor on site, he confirmed that the charging equipment would be making noise. He also expressed surprise that this location was chosen for an installation that he deemed would be more appropriate for a mall parking lot.

The IS/MND states that "the proposed project would include installation of equipment along the northern property line that could generate noise at the neighboring property." The section dealing with possible noise issues cites a Noise Measurement Survey conducted for 24 hours in June. The survey sensors found "existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard of 50 dBA." These findings from two sensors placed close to Grand Ave, with the microphones pointed toward Grand, reflect daylight hours noise levels near the Grand/Wildwood intersection. However, neither of the survey's two noise sensors were placed near the location where the charging equipment will be installed. My bedroom and living room windows are less than half the distance from the proposed location than the distance from either of the survey sensor placements, (see attached photo). As such, the measurements taken do not accurately provide a base line for the current level of noise at the proposed equipment location. My own ongoing measurements of the ambient noise levels at the property line taken during the evening and overnight hours document a much quieter experience, averaging about 35 to 41 decibels. The 50 decibel limit allowed at the property line by the building code is much louder and certainly not appropriate for this location in the overnight hours.

F-1

**Comment  
Letter  
F  
Cont.**

The minimum required side yard setback is 5 feet from a lot line abutting a single-family residence in the City Code, (section 17.26.050). However, the electrical equipment that is proposed to be in an enclosure 3-4 feet away from the property line, is considered to be a "site feature" by Planning. So they are allowing it to be installed in the residential setback, putting this potential nuisance even closer to my home. It would be much more appropriate to locate this equipment at far end of the lot, as opposed to as close as possible to the adjacent and surrounding residential neighbors.



**F-1  
(cont.)**

Sources of nuisance level noise generated by EV charging hubs include the following.

Charging Equipment - Electric vehicle charging equipment, such as charge controllers and power suppliers, can generate noise during operation. As electrical current flows through these devices, they often emit a buzzing or humming sound.

Cooling Systems - Many charging stations require cooling systems to prevent overheating of the charging equipment and the vehicle's battery during rapid charging sessions. Cooling fans, air conditioners, and other cooling systems can contribute to the noise levels at EV charging stations.

Vehicle Noises - Electric vehicles themselves can produce noise during the charging process, especially when using fast-charging stations. The electric motor, onboard charger, and cooling systems of the vehicle can emit various sounds, adding to the overall noise profile of the charging station.

The overnight hours are when EV charging tiered rates will be lowest, sure to attract bargain hunters from everywhere. None of the above nuisance level noise can be deemed acceptable in our residential neighborhood during the "quiet" hours. Simply stated, 24/7 operation at this location is just wrong, period.



**F-2**

Also, the public review period is required to be 30 days. You mailed the NOI on the Friday afternoon of the review period commencement, ensuring that the public would not be afforded access to the IS/MND for the full review period. I received my notice on the following Monday, September 16th.



**F-3**

Please share these comments with the members of the Planning Commission.  
Regards,  
Don Dare  
31 Wildwood Ave

**LETTER F**  
**Don Dare**  
**September 16, 2024**

Response F-1: The comment raises concerns regarding potential operational noise associated with the proposed project. As described on page 4-56 of the Draft IS/MND, to assess existing noise levels, LSA conducted two long-term noise measurements in the vicinity of the project site. The long-term (24-hour) noise level measurements were conducted on June 13 through June 14, 2024, using three Larson Davis Spark 706RC Dosimeters. As shown in Figure 4.13-1 and described in Table 4.13.A on page 4-57 of the Draft IS/MND, noise level measurements were taken from approximately 60 feet east of the Grand Avenue centerline along the northern property line adjacent to 1246 Grand Avenue and approximately 20 feet southeast of the Wildwood Avenue in front of the home at 12 Wildwood Avenue. As shown in Table 4.31.A, the measured noise levels range from 55.6 dBA Leq to 62.7 dBA Leq at the noise measurement location, LT-1 along the northern property line of the project and from 46.4 to 59.9 at LT-2 to the southeast. Noise level measurement results provided in Appendix C, show the minimum and maximum measured sound levels at both LT-1 and LT-2. Concern was raised about the precise location of the noise measurements relative to the proposed equipment and location of the quietest ambient noise levels. It is acknowledged that noise levels vary at different locations; however, noise measurements were taken to assess the general level of ambient noise in the project area. Section 8.02.020 of the Piedmont City Code requires machinery to include mitigating equipment to reduce the sound to a level not to exceed 50 decibels (dBA) at the nearest property line to the source, irrespective of the existing noise level at the site. In consideration of the proximity of the proposed equipment to adjacent residential uses, the Condition of Approval presented below commits to measuring the ambient noise at the property line nearest to the proposed equipment during final design.

The Draft IS/MND evaluated potential long-term noise impacts resulting from the proposed project. As described on pp. 4-62 and 4-63, existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard. As described on page 4-63 of the Draft IS/MND, operation of EV charging equipment would be required to comply with Section 8.02.020 of the Piedmont City Code, which requires machinery to include mitigating equipment to reduce the sound at the edge of the property. In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that the noise does not exceed 50 decibels (dBA) at the nearest property line if the quietest ambient noise level is below 50 dBA  $L_{eq}$ . Should ambient noise levels exceed 50 dBA  $L_{eq}$  during the quietest hour of

operation, the equipment shall not result in a 3 dBA noise level increase above the quietest ambient noise hour. This can be achieved through methods such as equipment selection or noise reduction features such as equipment enclosures or property line barriers.

To clarify this, page 4-63 in the Draft IS/MND is revised as follows:

In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that the noise does not exceed 50 decibels (dBA) at the residential units to the north and east if the quietest ambient noise level is below 50 dBA Leq. Should ambient noise levels exceed 50 dBA Leq during the quietest hour of operation, the equipment shall not result in a 3 dBA noise level increase above the quietest ambient noise hour. ~~such that a 3 dBA increase would not occur at the residential uses to the north.~~

To ensure that the proposed project complies with the City of Piedmont City Code, the City will require the following Conditions of Approval for the proposed project:

**Sound.** The proposed mechanical equipment shall meet the sound requirements of a maximum 50 decibels (dBA) at the nearest property line as provided in Building Code Section 8.02.020 EE if the quietest ambient noise level is below 50 dBA Leq. Should ambient noise levels exceed 50 dBA Leq during the quietest hour of operation, the equipment shall not result in a 3 dBA noise level increase above the quietest ambient noise hour. Prior to the operation of the project, a current 24-hour noise level measurement shall be gathered at the nearest property line in proximity to the proposed equipment. Additionally, testing of the proposed equipment, once installed and able to be operated at typical conditions, shall occur to determine compliance with the City's noise level requirements. Should it occur that operational noise level exceed the requirements of this condition, additional mitigation shall be necessary in order to bring operations into compliance. Any modifications in order to meet the sound requirements including a sound barrier or an enclosure are subject to staff review and approval. Modifications to bring operations in compliance shall be made within 45 days.

**Barriers Abutting Adjacent Properties.** Rather than fencing, a new free-standing wall shall be constructed along the property boundaries adjacent to 1246 Grand Avenue and 31 Wildwood Avenue to mitigate any noise or visual impacts on the adjacent residential properties. The new wall shall have a height of 8 feet and be constructed with stucco or similar material(s) with the result being a solid wall of durable quality. The wall shall have a minimum density of 4 pounds per square foot (lb/ft<sup>2</sup>) or be sound rated with

a minimum sound transmission class (STC) of 20. The walls shall be free of gaps. The wall shall step up in height from a height of 3 feet at the property lines along Wildwood and Grand Avenues to a height of 5.5 feet at a distance 5 feet from the property line to a height of 8 feet at a distance 10 feet from the property line. The final design shall be subject to staff review and approval.

Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.

The revisions identified above represent a minor change to the Draft IS/MND in order to clarify the Draft IS/MND analysis. These revisions do not change the conclusions or analysis of impacts in the Draft IS/MND necessitating recirculation of the Draft IS/MND.

Response F-2:

The comment, which opposes the proposed 24/7 operation for the proposed project, is noted. As described on page 2-9 of the Draft IS/MND, the proposed EV charging station would operate 7 days per week, 24 hours per day. The proposed facility would be managed off site by a customer service manager, and EV chargers would be monitored remotely. Occasional maintenance of site facilities, EV chargers, and landscaping would occur. The project site is located within the Zone D zoning district. According to Division 17.26.030 of the Piedmont City Code, the proposed project requires approval of an application for Conditional Use Permit (CUP). When approved, a CUP states the approved hours of operation, number of employees, parking restrictions and other details regarding the business. The CUP application for the proposed project includes operation 7 days per week, 24 hours per day. With approval of the CUP, the proposed project would be consistent with the City's Zoning Ordinance, including permitted development intensity, setbacks, parking, and other development regulations.

The Draft IS/MND evaluated the potential environmental impacts associated with construction and operation of the proposed project and determined that impacts would primarily be related to construction-period activities, would be temporary in nature, and would be reduced to a less than significant level with implementation of identified mitigation measures.

This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to

prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response F-3:

The comment, which states that the public review period is required to be 30 days and raises objections to the City's noticing of the initial public review period, is noted. As described in the introduction to this memorandum, the City of Piedmont circulated the Draft IS/MND for an additional 30-day public review period.

City of Piedmont  
120 Vista Ave  
Piedmont, CA 94611

October 6, 2024

Mike Gallagher  
1246 Grand Ave  
Piedmont, CA 94610

RE: IS/MND and Shell Plans

Dear Mr. Jackson and City of Piedmont,

I was looking at the Shell plans, page C-502, and I'm very concerned about the forced air-cooling noise, electromagnetic pollution and interference, heat discharge, transformer humming and vibrations from the DDWx362 Charging units and especially with the four DOWx362 Series Power Boxes.

G-1

The IS/MND Stationary Noise Impacts study appears staged by LSA to justify more noise where there has always been less! LSA placed one of their noise dosimeters right on Grand Ave. where the measured noise is always significantly greater than back where Shell plans to install the four 2,000 lb. DOW Power Boxes. The IS/MND then rationalizes that the noise produced by the new charging system should only require mitigation if the new station's equipment exceeds 50 dB limit by more than 3 dba. LSA further speculates that there was probably similar noise there back when Shell was a repair shop. LSA was paid to do a noise study based on data, the editorialization and speculation seems to push a narrative- could you please inform me on who was the city's point of contact with LSA?

G-2

The noise Impact study is dishonest and unprofessional and is intended to give justification for Shell to run 50 dB, potentially 24/7, in what has always been a much quieter location!. Some sources say DC charger noise levels span from 50 to 80 dB!

**The study is either negligent or fraudulent, and I demand that the noise study be redone at the Dare's Magnolia tree located at the top right oblique corner in the picture below!**



The DOW Power Boxes are 78” tall, 55” wide, 31.5” deep, and each is rated for 690 VAC input and 950 VDC output; they will generate a lot of heat and require a massive amount of forced air cooling which will surely be very noisy. Four of these will be standing proudly above the proposed 6’ tall plastic fence and will be parked directly outside of my dining room and kitchen windows and Don Dare’s bedroom windows and porch. Unacceptable!

The renderings, as below, do the neighbors an injustice as our homes are essentially cropped out of the picture; thus minimizing the very real perspective on how these commercial site features will clash with the nearby residential properties.



The DOW Power Boxes are 2,000 lbs. each and contain 500 lb. transformers, so I would anticipate, not only fan noise, but a lot of 60 cycle humming and even ground vibration that might be anywhere from vaguely perceptible to an absolute nightmare for my family and the Dares. The soil in this area is very dense, like concrete, and transmits noise very well. Transformers also get more noisy as their windings get older, and sometimes they short out and explode in very spectacular Class-D fires which would certainly not be appropriate in a setback that is supposed to be a peaceful transition between two incongruous land uses!

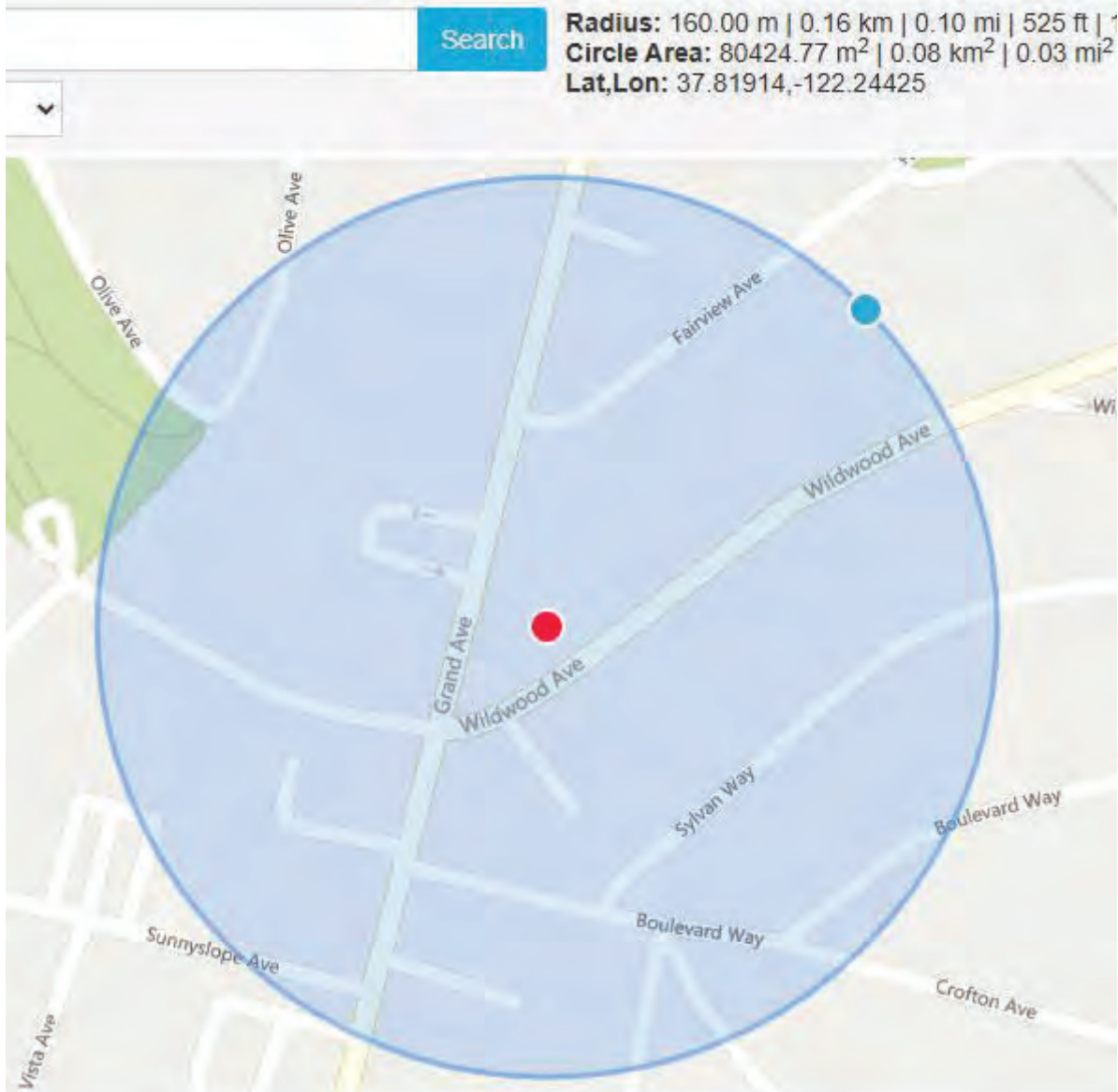
Most concerning is electromagnetic interference, electromagnetic radiation, and the fact that these chargers and transformers will produce electromagnetic fields that will extend into our properties and homes and will cause adverse physiological damage to everyone living a remarkable distance from the station. This project may be Shells first charging station to be installed next to residential homes and a daycare center, so I believe it is imperative that the City of Piedmont, the State of California, and Shell proceed with great caution on this project which appears to me, having worked in electronics for more than 30 years, to have the potential of becoming an electromagnetic disaster for the neighborhood!

Geovital, a British authority on geobiology and electronic pollution say, “From both the medical and environmental medicine community, the recommendation since the 1980’s has been to not live within a distance of 150 meters (500 feet) from transformer stations, electrical train/tram lines and power lines.” <https://en.geovital.com/magnetic-fields-and-electronic-pollution-from-transformers-and-power-lines-part-1/> Please see the map below for a perspective on how many residents may be affected here!

G-2  
(cont.)

G-3



G-3  
(cont.)

In this link, <https://www.youtube.com/watch?v=4vu4xu0fyMM>, you can see a home inspector using a Gauss meter to measure just how far the EMF (Electromagnetic field) of a relatively small transformer intrudes into a client's home. The potential buyers were to be cautioned right down to where to place their beds to minimize exposure to EMF. Even a fluorescent lightbulb on the ceiling induces EMF into your body, so the station as proposed is truly alarming, especially to the health and development of any children living in the vicinity! It is unfortunate that Shell and the City decided on this charging station in a closed room deal with absolutely no input from the neighbors. **I demand the City obtain expert written analysis that this project will not be harmful to the neighbors, and if this project proceeds, provide a comprehensive before and after EMF analysis within 500 feet of this location and at the property lines!**

According to the NIH, <https://www.ncbi.nlm.nih.gov/books/NBK232733/>, magnetic fields, expanding and collapsing through human tissue, can cause cancer, childhood leukemia, reproductive and developmental abnormalities, learning and behavioral disabilities, can even damage DNA strands in the brain! Scientists are only beginning to understand the negative effects of EMF exposure on the human body.

This is of particular concern with the Power Boxes because those 500 lb. transformers and all other components and wiring will produce three phases of magnetic fields which will expand and collapse 60 times per second, they're the AC component of the station, and the physiological harm correlates with increases in the frequency of the AC.

I am also concerned about the EMF of the chargers and their cables; in this case not because of the frequency of their alternations but because such high voltage DC charging would surely create extremely large EMF fields that would cause some unmeasurable harm to nearby residents who, by nature of living here, are to receive what could be even worse than typical 9-5 occupational EMF exposure.

Taking into consideration the noise, the possibility of EV fires, and the potential for magnetic emissions, EMI, and EMF, I strongly believe the 6-foot plastic fence should be replaced with a concrete or block wall, 8 to 10 feet tall, that has an embedded metal mesh that will function like a Faraday cage and divert all EMF to ground. I'd like a licensed electrical engineer to sign off on the efficacy of the wall that is installed because radiofrequencies and EMF have an ability to go beyond an obstruction and then heal themselves beyond the obstruction. Essentially, I would expect that an 8' wall may protect my living room or my house but not protect the De Avila's house because some or all the Electromagnetic Fields may be so large that they extend into the neighborhood so far that the fields reconnect and impose themselves as unwelcome visitors in homes farther away. A noise-absorbing finish would also be essential despite the fact that acoustical noise concerns are clearly being overshadowed by EMF and unmeasurable physiological harm to nearby residents!

There are children, grandchildren and preschool children living and playing, all less than 500 feet from this proposed business. Irrespective of old people like me and Don Dare, I've provided profoundly concerning documentation about how such a station could harm the development of children in multiple ways. Shell and the City have displayed great urgency with this project, but I urge the City of Piedmont to proceed carefully and do everything possible to protect young people in this neighborhood. This may be Shell's first station within a residential area, and we may be the canaries in the coal mine; it behooves Shell to do more research now so they can proceed on this and future installations with evidence on how they are not going to harm their future neighbors and their children.

G-3  
(cont.)

G-4

G-5

Shell can afford to underground as much equipment as possible, and they should! Undergrounding isn't as cheap and easy as simply installing equipment in the setback where they will be a constant source of noise, electromagnetic pollution, electromagnetic radiation, EMF, an eyesore, and a potential threat to the health of everyone living within 500 feet of the station, but undergrounding will create more room for plants and greenery, it would make for a much more aesthetically pleasing station, there would be no noise, no vibration, the surrounding earth and Faraday screening could minimize the EMF. There is absolutely no excuse to allow Shell to needlessly open a Pandora's box of EMI, EMR, vibrations, noise, heat, eye pollution when they could simply put a container underground. Out of an abundance of caution, I urge the City of Piedmont to require undergrounding and shielding of all equipment at this site!

G-6

The proposed design not only shows a flagrant disregard for the impact of installing industrial equipment in the setback with absolutely no regard for the imposed electromagnetic pollution, but it also demands 24/7 unattended operation where we already have the highest crime rate in the city. It also shows a lack of forethought as Shell clearly did not care enough to look at their design from a neighbor's perspective. Again, this project was conceived in a backroom deal, and now it is proceeding with deliberate and reckless indifference to the health and safety of everyone living within 500 feet.

I foresee the possibility that Shell could turn the Gateway of Piedmont into an Electromagnetic Love Canal, and I hope Shell will take a critical eye to their plans because they do have a great opportunity to create a flagship Recharge station that they can point to when they're trying to sell another community on this concept.

As a more than decade's long neighbor of Shell, I've filed multiple complaints with Shell Corporate, and their customer and community relations are egregious; there is no there there with Shell's customer service! For this reason, Shell should not be allowed to install equipment in ways that might ultimately become a nuisance to neighbors. Anything that makes noise, vibrates, hums, emits EMI & heat, or occasionally bursts into a Class-D fire should be undergrounded and isolated to lessen the impact on the neighbors! There is such a monumental disconnect between Shell and their phone bank that it would be an act of futility to get possibly multiple nuisance issues resolved. An ounce of prevention is worth a pound of cure!

G-7

I also am concerned that the city is too deferential to the businesses in Lower Piedmont because of the tax revenue they generate; and with this project, I fear the city is only motivated by future tax revenue and will allow Shell to sacrifice on the design and construction of this project, ultimately leaving us with nuisance problems. Please don't allow Shell and their accountants dictate the final product!

This project should not proceed as planned. Shell has offered us four massive transformers that are daisy chained in a heat stacking comedy of errors, they're located in the setback, and the IS/MND only calls for noise mitigation if they exceed 50 dB while they will also contribute a negligently unexamined quantity of heat and electromagnetic pollution into the environment! This should be unacceptable even in a trailer park!

Shell has engineers, and they need to provide a qualitative and quantitative study on exactly what impacts we will experience with the noise levels (decibels), heat, vibrations, humming and electromagnetic pollution. Shell and the City of Piedmont need to do yeoman's work to ensure that the proposed facility will be safe for our children. Anything less is unacceptable!

Based on the IS/MND study, it appear that the only concern is to maximize the noise allowed at the back of my home. The Power Boxes should be undergrounded, if not then moved over to the grassy island where Grand and Wildwood converge. They can be installed below grade and still drain to the sewer, and they can be shielded with plantings or a green wall. They could also be installed underground; it would require a bit more cost and materials, but this is the Gateway to Piedmont and a potential flagship location.

There was a wireless business on 275 Sandringham Rd. that was going have a cooling fan installed, and Bobbe Stehr required that a licensed acoustical engineer provide a field test and submit written verification that noise emitted was compliant with city code. Once again, we have a double standard, and residents of Lower Piedmont are being treated inequitably. How, in an era of best practices and amazing improvements in engineering and architecture, would the City of Piedmont allow LSA to do an illegitimate noise study to justify more noise (50dB & 24/7) rather than less noise?

We have an opportunity to actually improve the neighborhood and make it quieter and more peaceful, but instead, the city appears to have coached LSA on producing a noise study that justifies even more noise, continuous noise, where there has always been less noise!

If that were not bad enough, how does an IS/MND, required by CEQA, to study significant environmental impacts for an actual "**EV charging station**" not include an EMF study? Was EMF intentionally left out of the report for expediency? I've found many Environmental Impact Reports that detail the impacts of EMF and the necessary mitigation efforts, yet the IS/MND for this project does nothing more than make excuses for more noise.

**The most significant impact this station will have on the environment is electromagnetic pollution and its effects on the neighbors!**

G-6

G-9

G-10

The station, as proposed, is not electromagnetically compatible (EMC) with anyone living in the nearby community. I've found many EIR reports that detail the impacts of EMF, and the measures used to mitigate electromagnetic pollution, but for this project I see a negligent disregard for the health and safety of everyone, especially the young, living nearby.

I've purchased a Gauss Meter and have documented the very healthy EMF levels all around the 29 Wildwood location, and then I visited an EVgo on 880 and Marina Blvd. where I found a station similar to the one proposed. As I approached the transformers, my Gauss Meter was overwhelmed with off the chart measurements. I measured 30 feet before my meter measured less than 1.0 milligauss. It is reprehensible that this project is being treated as a fait accompli with absolutely no consideration for the health and safety of the neighbors!

The IS/MND takes care to mention the placement of the transformers so as to not disturb the customers, but what about the neighbors? I've got walkways, picnic benches, and transformers running parallel with all of my living spaces! The IS/MND addresses the finding of human remains and burial sites, it mentions the first Spanish expedition into Alameda County, it mentions Jose Francisco de Ortega, Luis Maria Peralta, and a herd of dairy cows, but the only mention of electromagnetic pollution was my 8/01/2024 letter to the City of Piedmont!

How could the issue of electromagnetic pollution not have been a serious consideration to both Shell and the City of Piedmont? How is there a plastic fence where there should be a fire rated wall, and the transformers discharging their hot air into the next one to their left? This project is woefully lacking in thought, creativity, and technical knowledge; and it also reflects a stunning disregard for the health and well-being of everyone in the neighborhood, and especially for the healthy development of the children!

Shell and the City of Piedmont should have included the nearby residents in determining the future use of this property, but instead this decision was made in a closed meeting between Shell, Planning and Jeff Hansen. The only thing we know about that meeting was that, "it couldn't have gone better!"

It is the height of irresponsibility that electromagnetic pollution is not addressed in this study! Ideally, we are safest at a level of 0.2 milligauss with physiological damage occurring when the level approaches 1.0 milligauss. I have found that a similar facility where the EMF was concerningly high even at a 30-foot distance. The proposed project would only be appropriate for a parking lot or a rest stop.

Why is there not even a thought of undergrounding this unsightly and hazardous equipment? Why is there no licensed acoustical analysis? Why is the city not requesting noise specifications for this equipment? Why is there an illegitimate noise study that

G-11

G-12

advocates for 50 dB at the property line? Why a de minimis installation with equipment that could cause grave harm the neighbors?

Because it's Lower Piedmont, it's Zone-D, there used to be a service station, and it was always noisy anyhow. The noise study is going in the wrong direction, the lack of any mention of electromagnetic issues is alarming, and the City of Piedmont are squandering a wonderful opportunity to bring some much overdue peace to the Gateway to Piedmont. Put the compressor and all of the spurious electrical devices underground and let's make this station look like a garden that just happens to contain some charging outlets! I'd like to see a green wall designed by a licensed engineer to protects the neighbors from electromagnetic pollution, a water fountain, and some miniature Japanese maples.

G-13

I've reviewed many Planning and City Council meetings, and I've seen the abundance of care they have taken with other projects in this city. It is my hope that the city will bring the same fair and unbiased diligence to this project. Shell should be strongly encouraged to make refinements and do their best to create a new station that does not burden the neighbors but only for a lack of better and more creative design efforts. if that station is allowed to be built as proposed, and there is 24/7 noise, heat, humming, vibration, and EMI we will again be stranded, this time with an installation that is carved in stone and limited remediation options to some clumsy ham-fisted attempts by Shell to mitigate problems that could have been avoided. At that point, I will be pursuing my legal options regarding negligent performance of ministerial duties.

G-14

Thank you,  
Mike Gallagher



G-15

An underground transformer at 29 Wildwood- it is possible, and it puts out a lot less EMF than the transformer on the next page!



G-15  
(cont.)

EVgo on 880 and Marina Blvd. 30 feet and still not down to 0.2 milligauss. This industrial hardware belongs next to 880 and commercial buildings, not next to living rooms and bedrooms where they can harm the healthy development of children!



in the vicinity would be below established thresholds of significance and that these impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant with mitigation incorporated.

c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* (No Impact)

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.

G-16

**No Impact? This conclusion is preposterous!**

James S. King/Member of the County Board of Supervisors  
August 2024

29 Woodwood Avenue, Suite 300, San Jose, CA 95128  
Phone: (408) 298-1111



## 5.0 LIST OF PREPARERS

### 5.1 LSA ASSOCIATES, INC.

- Theresa Wallace, AICP, Principal in Charge
- Shanna Guiler, AICP, Associate/Project Manager
- Brent Rosenwald, Environmental Planner
- Amy Fischer, Principal/Air Quality and Noise Specialist
- Cara Cunningham, Associate/Air Quality and Noise Specialist
- Bianca Martinez, Air Quality Specialist
- Michael Hibma, Associate/Architectural Historian
- JT Stephens, Principal/Noise Specialist
- Dana Kwan, Noise Specialist
- Arthur Black, Principal/Transportation



### 3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist in Chapter 3.0.

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

#### 3.1 DETERMINATION

On the basis of this initial evaluation:

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

G-17

Where's the signature? Who is taking responsibility for this potential mess?

### Noise Measurement Survey – 24 HR

Project Number: 20241601 Test Personnel: Dana Kwan  
 Project Name: 29 Wildwood EV Equipment: Spark 706RC (SN:17119)

Site Number: LT-1 Date: 6/13/24 Time: From 4:00 p.m. To 4:00 p.m.

Site Location: On a chain link fence along the northwest border of the project site, approximately 60.9 feet from the center of the Grand Avenue center turn bay

Primary Noise Sources: Vehicle traffic from Grand Avenue (primary), vehicle traffic from Wildwood Avenue (secondary), neighborhood and retail noises (secondary)

Comments:  
\_\_\_\_\_  
\_\_\_\_\_

Photo:



G-18

Long-Term (24-Hour) Noise Level Measurement Results at LT-1

Start Time	Date	Noise Level (dBA)		
		L <sub>95</sub>	L <sub>max</sub>	L <sub>min</sub>
4:00 PM	6/13/24	61.0	75.4	50.4
5:00 PM	6/13/24	61.2	78.5	48.8
6:00 PM	6/13/24	60.3	72.5	49.0
7:00 PM	6/13/24	60.6	82.5	47.6
8:00 PM	6/13/24	58.8	73.3	47.4
9:00 PM	6/13/24	58.3	73.4	47.8
10:00 PM	6/13/24	57.1	73.4	46.2
11:00 PM	6/13/24	54.1	70.2	45.0
12:00 AM	6/14/24	53.4	75.4	42.0
1:00 AM	6/14/24	50.4	70.6	39.8
2:00 AM	6/14/24	52.7	66.9	38.5

**Noise dosimeter aimed right at Grand Ave and Wildwood- ridiculous!**

Five Sources of Charger Noise:

1. cooling fans
2. Transformers and Converters
3. Contactors and Relays: These are electrical switches
4. Electromagnetic Interference (EMI): The charging process can generate electromagnetic interference, resulting in high-frequency noise.
5. Customers

Seventeen Reasons to Limit noise:

1. Must limit noise not only for the neighbors, but also for customer experience. Imagine visiting the gateway to Piedmont to charge your car, but the wait seems like an eternity as you listen to a cacophony of noise.
2. Noise pollution can have adverse effects on health, including increased stress levels sleep disturbances, and even cardiovascular problems. Electric car chargers that emit loud noise contribute to this health concern.
3. Community Acceptance: For the broader adoption of electric vehicles, it's crucial that communities are receptive to the installation of charging infrastructure. Excessive charger noise can lead to opposition from residents and local authorities, hampering the expansion of charging networks.
4. As more stations are built, potential neighbors of those stations will stop and inquire with the neighbors of the Shell. I would love to point out the clean setback, the plantings, the underground transformers, the great efforts that Shell took to ensure a wonderful experience for customers, neighbors and all passersby!
5. A better charging experience may be perceived as higher quality while DC fast chargers are the noisiest.
6. High-quality chargers often incorporate sound insulation materials and enclosures that mitigate noise. These design elements help contain sound within the charger, reducing its impact on the surroundings.
7. Smart Cooling Systems: The design of the charger's cooling system can significantly affect noise levels.
8. The location of the charger plays a crucial role in how loud it may seem to users and the surrounding environment. Consider these location-related factors. A charger where Grand and Wildwood converge would be less noticeable at that location than outside of my and the Dare's windows.
9. Temperature: Chargers may generate more noise when operating in extreme temperatures. Components like cooling fans may need to work harder to maintain optimal operating conditions, potentially increasing noise levels. Consider these location-related factors. An Underground enclosure would be a cooler environment for high powered electrical transformers, would be sheltered from sun and the higher temperatures, require less cooling, and noise isolated from everyone.

G-19

10. The noise study performed recently for the IS/MND was a Time-Weighted Measurement on Grand Ave where noise could have been 70 to 85 DB, and this is being used to justify 50 DB at my property line 100 feet away, and the noise being proposed would potentially be 24/7/365 of 50 DB noise. Turning the only peaceful part of our properties into 50 DB 24/7/365 is inhumane. This is Time-Weighted Bullshit!
11. Sources say EV charger noise typically ranges from 50 – 80 DB.
12. High Power DC chargers generate the most noise of all chargers, so at least bury the transformers for the safety and health of the neighborhood.
13. Chargers installed in residential areas should ideally emit minimal noise to avoid disturbing residents. In contrast, public charging stations situated in bustling urban settings may have more leeway in terms of acceptable noise levels.
14. The distance between the charger and the user can influence perceived noise. Chargers placed farther away from user areas may have less impact on user experience. So too can the distance between the chargers and Power Boxes and the residents influence the perceived noise. Chargers and Power Boxes placed farther away from residential areas may have less impact on residential experience!
15. Please consider the residents aren't mere customers who can simply go home after a noisy charging experience, they instead come home to the noisy charging experience.
16. In noisy urban settings, the impact of charger noise may be less noticeable, while in quiet residential areas, even a slight increase in noise can be disruptive. It is possible to move everything except the Charger Interface and the charging cable as far as possible from nearby residents, and to underground it, but will they do it?
17. DC fast chargers, delivering high-voltage direct current, tend to operate at around 70-75 dBA, which is equivalent to the sound level of a moderately busy urban street. And that's just the chargers, the Power Boxes are bonus noise. No wonder the noise study was based on Grand Ave!

**G-19  
(cont.)**

Noise Reduction Technologies are being welcomed everywhere except Lower Piedmont:

1. In the dynamic world of electric vehicle (EV) charging, reducing charger noise has become a paramount concern for manufacturers and users alike. Fortunately, an array of innovative technologies and advancements have emerged, promising a quieter and more harmonious charging experience.
2. Sound Insulation and Enclosures One of the most effective strategies for minimizing charger noise is the implementation of sound insulation and enclosures. These technologies work hand in hand to create a sonic cocoon around the charger,
3. Enclosures: Enclosures or cabinets house the charging unit and its components. These enclosures are engineered to be soundproof, preventing noise leakage. They're designed with materials that not only block sound but also dissipate heat efficiently, ensuring optimal charger performance.
4. Advanced Cooling Systems  
Cooling systems are integral to charger operation, but they can also be

a source of noise. To strike a balance between efficient cooling and reduced noise, advanced cooling technologies have emerged:

5. **Variable Speed Fans:** Traditional chargers often use fixed-speed fans that operate at a constant rate, producing consistent noise levels. Advanced chargers employ variable speed fans that adjust their RPM based on the charger's temperature. When the charger is running cool, the fans operate quietly, ramping up only when needed.
6. **Liquid Cooling:** Liquid cooling systems are gaining popularity for their noise-reduction benefits. Instead of relying solely on fans, these systems use a liquid coolant to dissipate heat. They're remarkably efficient and operate almost silently, contributing to a quieter charging experience.
7. **Smart Charging Algorithms**  
In the age of smart technology, charging algorithms have become increasingly sophisticated, offering noise-reduction features:
8. **Adaptive Charging:** Some chargers employ adaptive charging algorithms that assess the state of the battery and adjust the charging rate accordingly. By optimizing the charging process, these algorithms can reduce noise generated during fast charging.
9. Finally, we arrive at **Scheduled Charging:** Users can schedule charging times during off-peak hours when noise sensitivity is higher, such as at night. Smart chargers enable users to take advantage of quieter periods, ensuring minimal disruption.
10. These technologies and innovations collectively contribute to a quieter and more user-friendly charging experience. Charger manufacturers are continually exploring ways to integrate these features seamlessly into their products, aligning with the growing demand for EVs and charging solutions that harmonize with the environment.
11. As the electric vehicle market continues to expand, and as EVs become an integral part of our daily lives, the quest for quieter charging solutions remains an ongoing mission. Noise reduction technologies, from sound insulation to advanced cooling systems and smart charging algorithms, not only enhance user satisfaction but also promote the broader adoption of electric vehicles. In the symphony of EV charging, these technologies are the conductor's baton, orchestrating a harmonious and sustainable future for electric mobility.

**G-19  
(cont.)**

<https://www.youtube.com/watch?v=cUXi4UiAkAE> (High Voltage EMF measurement)

Page 4-63 of IS/MND Noise Study. The noise levels on Grand Avenue are being used to justify 50 dba at the back of my property line with up to 53 dba before mitigation is required!

This is not a fair, honest, or equitable analysis, and **I demand a more accurate study so as to preserve the residential nature rather than justify 50 dB at the property line.**

significant.

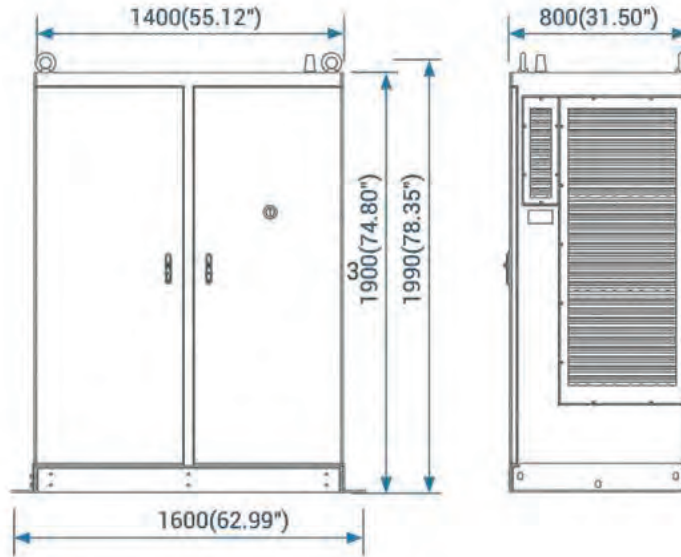
**Stationary Noise Impacts.** Implementation of the proposed project would generate various on-site stationary noise sources, including charging dispensers, power cabinets, switchgear (distribution panel and transformer), air pump, and charging station activities. While it is expected that operation of the former automotive repair shop, which requires the use of equipment such as impact wrenches, compressors and car lifts, would have generated higher noise levels than the proposed project, the proposed project would include installation of equipment along the northern property line that could generate noise at the neighboring property.

As shown in Table 4.13.A, existing hourly noise levels, without the operation of the previous gas station and automotive repair shop, exceed the City's noise level standard of 50 dBA  $L_{eq}$ . When ambient noise levels exceed the local jurisdiction noise standards, an impact would occur if the operation of the project would create a readily perceptible increase in noise which is typically defined as a 3 dBA increase. Operation of EV charging equipment would be required to comply with Section 8.02.020 of the Piedmont City Code, which requires machinery to include mitigating equipment to reduce the sound at the edge of the property. In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would not occur at the residential uses to the north. This can be achieved through methods such as equipment selection or noise reduction features such as equipment enclosures or property line barriers. Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? (Less Than Significant Impact)*

G-19  
(cont.)

**2.4 Dimensions**  
Unit:mm(inch)



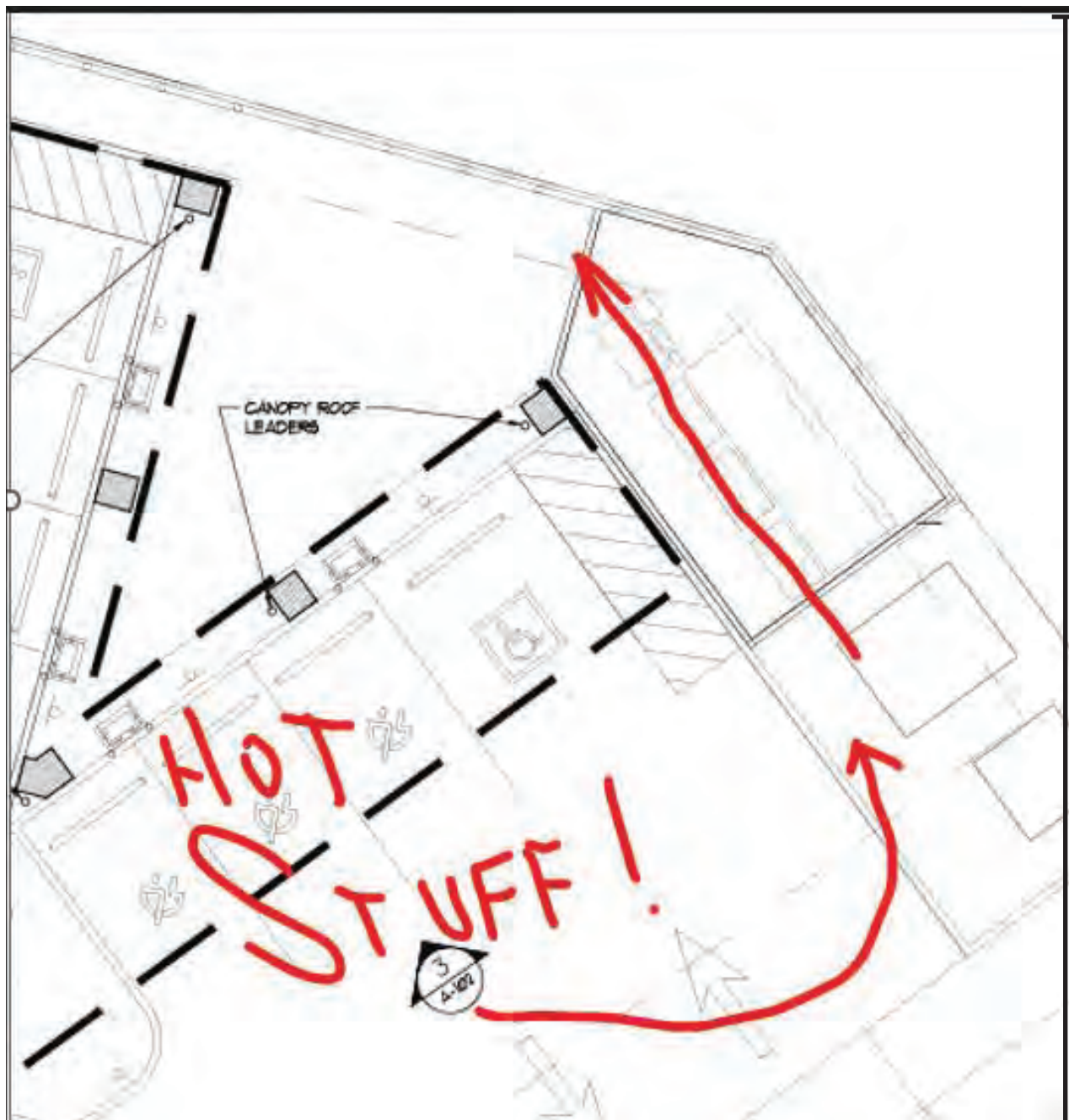
**2.5 Direction of Cooling Airflow**



If you look at the cooling airflow diagram on this page and how these Power Boxes will be oriented below, the unit on the right will discharge hot air into the one to its left, and so forth. The heat will stack as air passes through each subsequent Power Box which is evidence to me that the architects who conceived this design don't know what they are doing on just this one aspect of the entire site design. There's never time to do it right, but there's always time to do it twice.

G-20





G-21

Here we see the four units with hot air from the bottom right unit discharging into the unit to its left, the heat will stack as it is passed from one unit to the next. I'm sad to say, this is disappointing. I have walkways and a picnic area along the entire length of my living spaces, except for the 8,000 lbs. of noise makers that will be installed outside of my kitchen and dining room. Shell needs to put some adults at the design table!

<https://en.geovital.com/magnetic-fields-and-electronic-pollution-from-transformers-and-power-lines-part-1/>

## The hidden danger in your neighborhood

About every 30 houses in a residential area has a transformer amongst them. A transformer can be recognised by the warning stickers and words like:

### High Voltage! Danger!

Go for a walk in your neighborhood and find out where these transformers are located.



In large apartment buildings with many units, there is often a separate transformer for the entire building. This is usually installed in the underground basement or garage.

**Many people are unaware of the danger.**

Why are magnetic fields so problematic? The risk of blood disorders increase.

**Humans have iron in their blood, which responds to the magnetic fields!**

It has been repeatedly documented that there is an increase in leukaemia cases where strong magnetic fields are present. For example: transformers, electric railway, tram lines and power lines. In Volarlberg we had 5 cases of leukaemia in young children a few years back. Four of these originated in Montafon where three high-voltage power lines run through the valley and the houses were always in between... Statistics from the GEOVITAL Academy regarding leukaemia cases over the past 10 years have resulted in a noticeable proximity between the homes/bedrooms and transformers. In the Academy reference book (German) one of these such stories is described on page 120.

### 150 meter (500 feet) distance!

From both the medical and environmental medicine community, the recommendation since the 1980's has been to not live within a distance of 150 metres (500ft) from transformer stations, electrical train/tram lines and power lines.

G-22

<https://pubmed.ncbi.nlm.nih.gov/19264461/>

> Pathophysiology. 2009 Aug;16(2-3):79-88. doi: 10.1016/j.pathophys.2008.11.005. Epub 2009 Mar 4.

## Electromagnetic fields and DNA damage

J L Phillips <sup>1</sup>, N P Singh, H Lai

Affiliations + expand

PMID: 19264461 DOI: 10.1016/j.pathophys.2008.11.005

Free article

### Abstract

A major concern of the adverse effects of exposure to non-ionizing electromagnetic field (EMF) is cancer induction. Since the majority of cancers are initiated by damage to a cell's genome, studies have been carried out to investigate the effects of electromagnetic fields on DNA and chromosomal structure. Additionally, DNA damage can lead to changes in cellular functions and cell death. Single cell gel electrophoresis, also known as the 'comet assay', has been widely used in EMF research to determine DNA damage, reflected as single-strand breaks, double-strand breaks, and crosslinks. Studies have also been carried out to investigate chromosomal conformational changes and micronucleus formation in cells after exposure to EMF. This review describes the comet assay and its utility to qualitatively and quantitatively assess DNA damage, reviews studies that have investigated DNA strand breaks and other changes in DNA structure, and then discusses important lessons learned from our work in this area.

[PubMed Disclaimer](#)

### Similar articles

[Induction of DNA strand breaks by intermittent exposure to extremely-low-frequency electromagnetic fields in human diploid fibroblasts.](#)

Ivancsits S, Diem E, Pilger A, Rüdiger HW, Jahn O.

Mutat Res. 2002 Aug 26;519(1-2):1-13. doi: 10.1016/s1383-5718(02)00109-2.

PMID: 12160887

[The effect of electromagnetic field exposure on the formation of DNA single strand breaks in human cells.](#)

Fairbairn DW, O'Neill KL.

Cell Mol Biol (Noisy-le-grand). 1994 Jun;40(4):561-7.

PMID: 8061573

[Extremely low frequency electromagnetic fields as effectors of cellular responses in vitro: possible immune cell activation.](#)

Simkó M, Mattsson MO.

J Cell Biochem. 2004 Sep 1;93(1):83-92. doi: 10.1002/jcb.20198.

PMID: 15352165 Review.

[Comet Assay in Cancer Chemoprevention.](#)

Santoro R, Ferraiuolo M, Morgano GP, Muti P, Strano S.

Methods Mol Biol. 2016;1379:99-105. doi: 10.1007/978-1-4939-3191-0\_9.

PMID: 26608293

G-22  
(cont.)

# Electromagnetic compatibility

26 languages

Article Talk

Read Edit View history Tools

From Wikipedia, the free encyclopedia

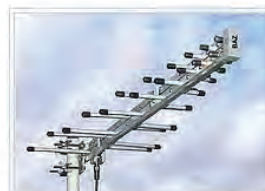
**Electromagnetic compatibility (EMC)** is the ability of electrical equipment and systems to function acceptably in their *electromagnetic environment*, by limiting the unintentional generation, propagation and reception of electromagnetic energy which may cause unwanted effects such as *electromagnetic interference* (EMI) or even physical damage to operational equipment.<sup>[1][2]</sup> The goal of EMC is the correct operation of different equipment in a common electromagnetic environment. It is also the name given to the associated branch of electrical engineering.

EMC pursues three main classes of issue. *Emission* is the generation of electromagnetic energy, whether deliberate or accidental, by some source and its release into the environment. EMC studies the unwanted emissions and the countermeasures which may be taken in order to reduce unwanted emissions. The second class, *susceptibility*, is the tendency of electrical equipment, referred to as the victim, to malfunction or break down in the presence of unwanted emissions, which are known as Radio frequency interference (RFI). *Immunity* is the opposite of susceptibility, being the ability of equipment to function correctly in the presence of RFI, with the discipline of "hardening" equipment being known equally as susceptibility or immunity. A third class studied is *coupling*, which is the mechanism by which emitted interference reaches the victim.

Interference mitigation and hence electromagnetic compatibility may be achieved by addressing any or all of these issues, i.e., quieting the sources of interference, inhibiting coupling paths and/or hardening the potential victims. In practice, many of the engineering techniques used, such as grounding and shielding, apply to all three issues.



Anechoic RF chamber used for EMC testing (radiated emissions and immunity). The furniture has to be made of wood or plastic, not metal.



Log-periodic antenna measurement for outdoors

## History [ edit ]

### Origins [ edit ]

The earliest EMC issue was lightning strike (lightning electromagnetic pulse, or LEMP) on ships and buildings. Lightning rods or lightning conductors began to appear in the mid-18th century. With the advent of widespread electricity generation and power supply lines from the late 19th century on, problems also arose with equipment short-circuit failure affecting the power supply, and with local fire and shock hazard when the power line was struck by lightning. Power stations were provided with output circuit breakers. Buildings and appliances would soon be provided with input fuses, and later in the 20th century miniature circuit breakers (MCB) would come into use.

### Early twentieth century [ edit ]

- Ap
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G-22  
(cont.)


electromagnetic compatibility (emc) ev charging stations

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AI Overview

Electromagnetic compatibility (EMC) is important for electric vehicle (EV) charging stations to ensure safe operation and prevent interference with other devices. EMC refers to the unintended spread of electromagnetic energy between devices, which can cause electromagnetic interference (EMI) or radio frequency interference (RFI).



Here are some reasons why EMC is important for EV charging stations:

Safety

Show more

EMC testing on charging stations is essential to guarantee their safe operation and to prevent interference with other nearby electronic devices. During EMC testing, engineers assess the charging station's electromagnetic emissions and susceptibility, including the cables and connectors used for charging.

The EMC Shop  
<https://theemcshop.com/emc-testing-on-ev-electric-vehi...>

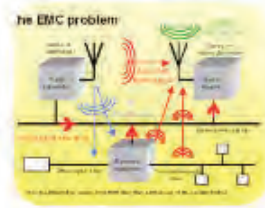
EMC Testing on EV - Electric Vehicles, Batteries, Charging ...

About featured snippets Feedback

G-22  
(cont.)

AI Overview

Electromagnetic compatibility (EMC) is the ability of electrical and electronic equipment to function properly in an electromagnetic environment without negatively affecting other devices. EMC is important because electromagnetic radiation can be harmful to humans and electronic devices.



Here are some key points about EMC:

Interference

Electromagnetic radiation can be harmful to humans!

G-22  
(cont.)

Shell's Spec Sheet:

## 2. Specification

### 2.1 Product Specification

Model Name		DOWx362 Series
AC INPUT	Input Voltage	480 VAC, 3 Phase (+10%, -15%)
	Input Current Rating	466A@277Vac 549A@235Vac
	Electrical Distribution	3P+ N+ PE (Wye Connection )
	Power Grid System	TN/TT
	Frequency	50/60Hz
	Max. Input Power	391 kVA
	Power factor	> 0.99
	Efficiency	94%, at optimize V/I point
	SCCR	25kA/65kA (optional)
DC OUTPUT	Maximum Output Voltage	950Vdc
	Simultaneously output mode	0%, 25%, 50%, 75%, 100% of 360kW
	Voltage Accuracy	±2%
	Current Accuracy	±2%
Electrical Isolation	Isolation between input and output	
Standby Power	< 100W	
Communication	External	Ethernet, Wi-Fi and 3G/4G
	Internal	CAN / RS485
Input Protection	OVP, OCP, OPP, UVP, SPD	
Output Protection	SCP, OCP, OVP, LVP, OTP	
Internal Protection	OTP, AC contactor detection, DC contactor detection, Fuse detection	

G-23

Zerova Spec Sheet: There are no noise or sound specifications!

DO Series 360kW | CE/ CNS



### DO Series 360kW | CE/ CNS

**Mechanical**

---

**AC Input**

Input Voltage	3Φ380 ~ 415Vac (+/-15%) 50/60HZ
Input Current Rating	Max:690 A
Max. Input Power	391 kVA
Wiring connection/ Power Grid System	3P+ N+ PE, TN/TT
Power Factor	>0.99
THDI	< 5%

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**DC Output**

---

**Compliance**

---

**Protection**

---

G-23  
(cont.)

Zerova DO360 No specs on noise specifications probably means that the engineers who designed them probably never imagined anyone would be installing one of them next to a residential home!

[https://phihong666.sharepoint.com/sites/common\\_resource/Share%20to%20Partners/Forms/AllItems.aspx?id=%2Fsites%2Fcommon%5Fresource%2FShare%20to%20Partners%2FZEROVA%20website%2FDownload%2F4%2E%20Specifications%20sheet%2FDC%2FZEROVA%5FSpecifications%20sheet%5FEN%5FDO360%2Epdf&parent=%2Fsites%2Fcommon%5Fresource%2FShare%20to%20Partners%2FZEROVA%20website%2FDownload%2F4%2E%20Specifications%20sheet%2FDC&p=true&ga=1](https://phihong666.sharepoint.com/sites/common_resource/Share%20to%20Partners/Forms/AllItems.aspx?id=%2Fsites%2Fcommon%5Fresource%2FShare%20to%20Partners%2FZEROVA%20website%2FDownload%2F4%2E%20Specifications%20sheet%2FDC%2FZEROVA%5FSpecifications%20sheet%5FEN%5FDO360%2Epdf&parent=%2Fsites%2Fcommon%5Fresource%2FShare%20to%20Partners%2FZEROVA%20website%2FDownload%2F4%2E%20Specifications%20sheet%2FDC&p=true&ga=1)



Check out this link to specifications for the Power Box:

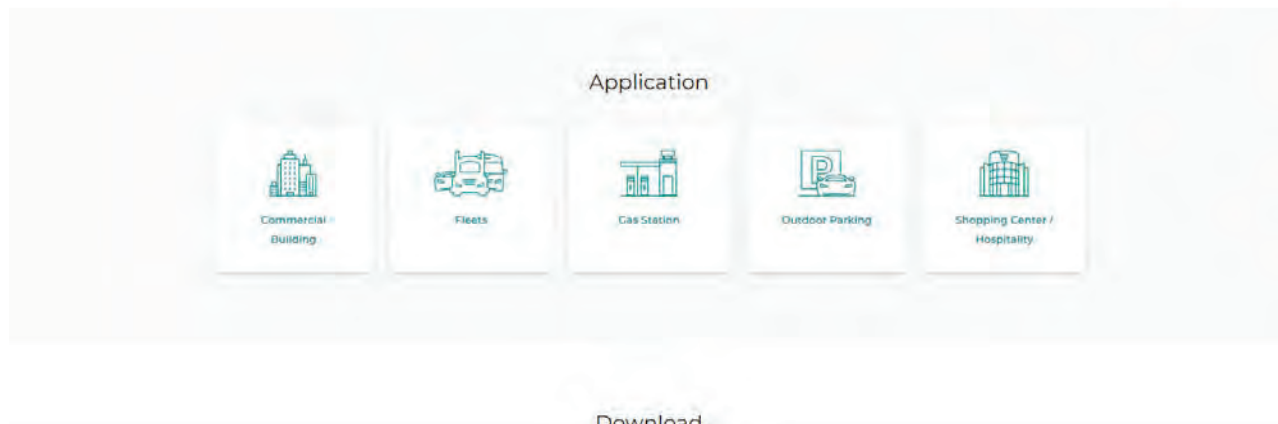
<https://www.zerovatech.com/product/do-series-360kw-power-cabinet/>

There you will see the Power Box and below that the applications for these Power Boxes, and they are “Commercial Buildings, Fleets, Gas Station, Outdoor Parking & Shopping Center/ hospitality”

Specification



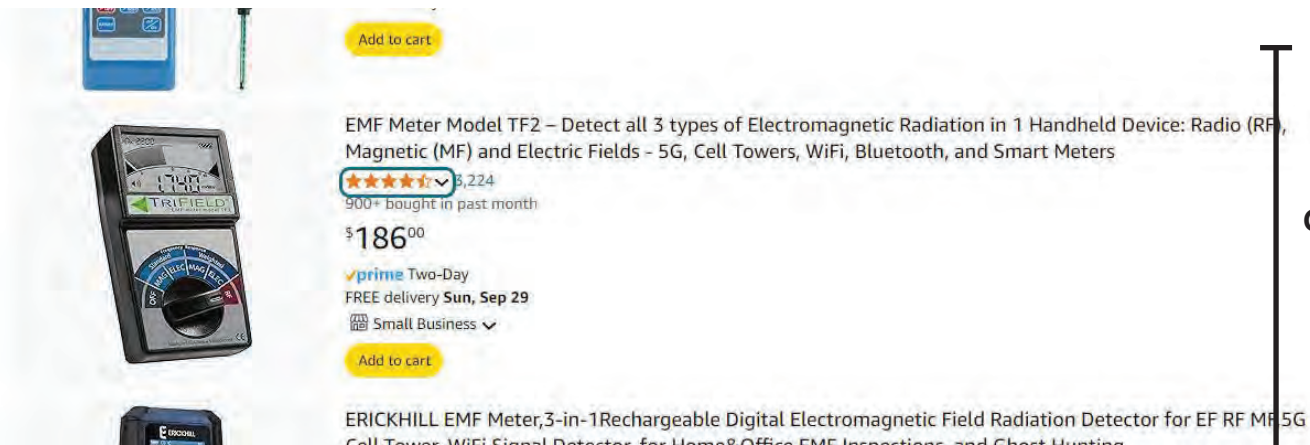
G-24



The fact that there are no specifications for noise means that these machines were designed for areas where noise is not a concern. There is no way that these noise makers were designed for residential setbacks. We need regulations on the use of setbacks!

S

G-25



G-26

# Electromagnetic compatibility

26 languages

Article Talk

Read Edit View history Tools

From Wikipedia, the free encyclopedia

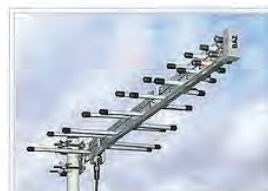
**Electromagnetic compatibility (EMC)** is the ability of electrical equipment and systems to function acceptably in their *electromagnetic environment*, by limiting the unintentional generation, propagation and reception of electromagnetic energy which may cause unwanted effects such as *electromagnetic interference* (EMI) or even physical damage to operational equipment.<sup>[1][2]</sup> The goal of EMC is the correct operation of different equipment in a common electromagnetic environment. It is also the name given to the associated branch of electrical engineering.

EMC pursues three main classes of issue. *Emission* is the generation of electromagnetic energy, whether deliberate or accidental, by some source and its release into the environment. EMC studies the unwanted emissions and the countermeasures which may be taken in order to reduce unwanted emissions. The second class, *susceptibility*, is the tendency of electrical equipment, referred to as the victim, to malfunction or break down in the presence of unwanted emissions, which are known as Radio frequency interference (RFI). *Immunity* is the opposite of susceptibility, being the ability of equipment to function correctly in the presence of RFI, with the discipline of "hardening" equipment being known equally as susceptibility or immunity. A third class studied is *coupling*, which is the mechanism by which emitted interference reaches the victim.

Interference mitigation and hence electromagnetic compatibility may be achieved by addressing any or all of these issues, i.e., quieting the sources of interference, inhibiting coupling paths and/or hardening the potential victims. In practice, many of the engineering techniques used, such as grounding and shielding, apply to all three issues.



Anechoic RF chamber used for EMC testing (radiated emissions and immunity). The furniture has to be made of wood or plastic, not metal.



Log-periodic antenna measurement for outdoors

## History [ edit ]

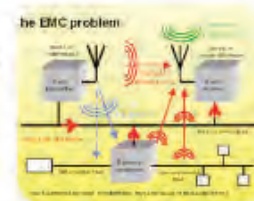
### Origins [ edit ]

The earliest EMC issue was lightning strike (lightning electromagnetic pulse, or LEMP) on ships and buildings. Lightning rods or lightning conductors began to appear in the mid-18th century. With the advent of widespread electricity generation and power supply lines from the late 19th century on, problems also arose with equipment short-circuit failure affecting the power supply, and with local fire and shock hazard when the power line was struck by lightning. Power stations were provided with output circuit breakers. Buildings and appliances would soon be provided with input fuses, and later in the 20th century miniature circuit breakers (MCB) would come into use.

### Early twentieth century [ edit ]

#### AI Overview

Electromagnetic compatibility (EMC) is the ability of electrical and electronic equipment to function properly in an electromagnetic environment without negatively affecting other devices. EMC is important because electromagnetic radiation can be harmful to humans and electronic devices.



Here are some key points about EMC:

Interference

Ap

Tex

Wit

Co

G-26  
(cont.)

**LETTER G**  
**Mike Gallagher**  
**October 6, 2024**

- Response G-1: This comment introduces the more detailed comments included in the letter, which are responded to in Responses G-2 through G-26, below.
- Response G-2: The comment expresses concerns regarding the adequacy of the noise analysis and is noted. Specifically, the comment questions the locations of the noise measurements taken to establish ambient noise levels at the project site. Please refer to Response F-1 regarding long-term noise impacts of the proposed project.
- Response G-3: This comment raises concerns regarding potential electromagnetic interference, electromagnetic radiation and electromagnetic fields in proximity to existing residential development. The comment further requests that the City obtain expert written analysis that this project will not be harmful to neighbors within 500 feet of the project site. The comment asserts that the proposed project will cause physical harm to neighboring residents due to potential EMF exposure.

It is well-settled that a reviewing agency can rely on other generally-applicable laws and regulations to determine that impacts will be less than significant. See *San Francisco Beautiful v. City and County of San Francisco* (2014) 226 Cal.App.4th 1012, 1033, which states “An agency may rely on generally applicable regulations to conclude an environmental impact will not be significant and therefore does not require mitigation.” See also *Mission Bay Alliance v Office of Community Inv. & Infrastructure* (2016) 6 Cal.App.5th 160, 205, which upholds use of a significance threshold for toxic air contaminants that was based in part on standards set by the U.S. Environmental Protection Agency; *Oakland Heritage Alliance v City of Oakland* (2011) 195 Cal.App.4th 884, 903, which upholds the determination that seismic safety impacts of the project were less than significant based on California Building Code compliance; and *Tracy First v City of Tracy* (2009) 177 Cal.App.4th 912, which upholds the determination that the energy impact of the project was less than significant because the project achieved energy efficiencies greater than those required under California Building Energy Efficiency Standards. Here, Piedmont can rely on the federal and state regulations regarding EMFs.

Governmental agencies and private organizations have developed guidelines for EMF exposure, including state governments, the FCC, the Occupational Safety and Health Administration (OSHA), the Institute of Electrical and Electronics Engineers (IEEE), the American National Standards Institute (ANSI), and the American Conference of Governmental Industrial

Hygienists (ACGIH). However, neither the State of California government nor the U.S. federal government has developed regulations limiting EMF exposure to residences. EMF exposure guidelines and standards have also been adopted by the International Commission on Non-Ionizing Radiation Protection (ICNIRP) in the extremely low-frequency and radiofrequency (RF) bands. The ICNIRP and IEEE standards both address EMF exposure for the general public as well as for workers in occupational settings. The IEEE standard, C95.6, *IEEE Standard for Safety Levels with Respect to Human Exposure to Electromagnetic Fields, 0 to 3 kHz*, is often referenced in the U.S. and has been formally adopted by ANSI. However, these exposure levels are recommendations only; they are not governmental regulations.

As to federal regulations, the Federal Communications Commission (FCC) regulates radio frequency (RF) devices contained in electronic-electrical products that are capable of emitting radio frequency energy by radiation, conduction, or other means. Most, but not all, of these products must be tested to demonstrate compliance to the FCC rules for each type of electrical function that is contained in the product. As a general rule, products that, by design, contain circuitry that operates in the radio frequency spectrum need to demonstrate compliance using the applicable FCC equipment authorization procedure (i.e., Supplier's Declaration of Conformity (SDoC) or Certification) as specified in the FCC rules depending on the type of device. A product may contain one device or multiple devices with the possibility that one or both of the equipment authorization procedures apply. An RF device must be approved using the appropriate equipment authorization procedure before it can be marketed, imported, or used in the United States.

The proposed project would include installation of DO360 power cabinets and DD360 charging dispensers manufactured by Zerova. This charging equipment is regulated by the FCC, which requires that all manufacturers submit documentation which shows compliance with FCC and Underwriters Laboratories (UL) regulations regarding EMFs. Both pieces of equipment proposed for use at the project site have been approved for use under Part 15, Subpart B of the Code of Federal Regulations. Shell, the project sponsor, has provided the test report for the Zerova equipment, which demonstrates that the equipment complies with FCC Code of Federal Regulations (CFR) Title 47 Part 15 Subpart B. FCC regulations at 47 CFR, Part 1.1310 specify limits for RF exposure within the frequency range of 100 kHz to 6 GHz (inclusive). These limits are based on the 1992 version of the American National Standards Institute/Institute of Electrical and Electronic Engineers (ANSI/IEEE) C95.1 safety standard. As the proposed equipment would operate below the frequency ranges specified, these limits do not apply.

In sum, state regulations do not identify an established threshold, while the FCC regulates the equipment used and requires certification to ensure it meets federal standards, with limits placed when the frequencies reach 100 kHz to 6 GHz, which limits are not applicable here.

The Draft IS/MND does not consider EMF in the context of the CEQA analysis for determination of environmental impact because there is no agreement among scientists that EMFs create a health risk and because there are no defined or adopted regulatory State, regional, or local standards for defining health risks from EMFs. Neither the State of California nor the federal government has established specific exposure criteria for EMFs. The threshold stated by the commenter is not supported by state or federal standards.

As described above, the proposed project would install equipment that has been evaluated and certified by the FCC for use in all locations, including residential settings in accordance with applicable State and federal laws. Further, there is no scientific consensus or established threshold for determining the significance of EMF on public health. Therefore, the proposed project would pose no known concern for human health. Because there is no evidence that EMFs would result in a significant environmental impact, and because EMFs are not a topic typically required by CEQA review, the Draft IS/MND is not required to address EMF. However, in the interest of public disclosure, page 4-85 of the Draft IS/MND is revised as follows:

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings. The proposed project would install equipment that has been evaluated and certified by the Federal Communications Commission (FCC) for use in all locations, including residential settings in accordance with applicable State and federal laws. While the proposed equipment would generate low level electromagnetic fields (EMFs), there is no agreement among scientists that EMFs create a health risk and there are no defined or adopted regulatory State, regional, or local standards for defining health risks from EMFs or an established threshold for determining the significance of EMF on public health. Therefore, the proposed project would pose no known concern for human health.

Lastly, the commenter does not provide a fair argument that the proposed project would cause EMF exposure that would create a significant adverse effect on human health or the environment. The commenter states a threshold for EMF exposure but does not cite a source or provide other evidence that supports the stated threshold. The commenter provides Gauss meter readings at the site and other similar sites that include EV

charging facilities but provides no evidence that the readings obtained at other facilities are relevant to the proposed project. Further, as previously stated, there is no threshold established by regulatory agencies with which to compare the readings. The commenter cites several sources that provide information on EMFs and EMF exposure, some of which are established authorities (such as the National Institute of Health) and are addressed above, but also cites YouTube videos and private businesses that offer products for sale related to reducing EMF exposure. Again, the accuracy of these sources could not be verified.

Further, under *State CEQA Guidelines* Section 15145, if, after thorough investigation, a Lead Agency finds that a particular potential impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact. Because there is no established threshold for EMF exposure and regulatory agencies generally consider infrastructure that emit EMFs to be safe, it would be speculative for the City of Piedmont, a local agency with no authority to regulate EMFs, to attempt to establish a threshold and conduct an analysis of impacts related to EMFs generated by the proposed project within the context of CEQA review.

Finally, it should be noted that the existence of public controversy over the environmental effects of a project does not in and of itself require a determination that a potential impact would be significant if there is no substantial evidence before the City that the project may have a significant effect on the environment. Substantial evidence must consist of facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts. The lead agency must be presented with a “fair argument” that the project may have a significant effect on the environment in order to require further environmental review.

Based on all of the comments received on the IS/MND, including those responded to herein and in other letters reproduced and responded to by the City, the City has determined that, with implementation of the recommended mitigation measures, the proposed project would not have a significant effect on the environment and that a fair argument that a significant effect would occur that has not already been identified and mitigated has not been presented, and therefore, the IS/MND satisfies the requirements of CEQA. Further, the IS/MND, with the minor revisions provided herein, provides an adequate level of information to allow the decision-makers to consider the potential physical changes to the environment associated with the project and make a determination regarding project approval.

.Response G-4:

This comment requests that the 6-foot plastic fence be replaced with a concrete or block wall, 8 to 10 feet tall, that has been embedded metal mesh and that a licensed electrical engineer evaluate and approve the wall

design. As described in Response F-1, the City will require, as a Condition of Approval, that the project sponsor construct a free-standing, 8-foot-tall, stucco (or similar) wall along the property boundaries adjacent to 1246 Grand Avenue and 31 Wildwood Avenue. The wall shall have a minimum density of 4 pounds per square foot (lb/ft<sup>2</sup>) or be sound rated with a minimum sound transmission class (STC) of 20. The walls shall be free of gaps to provide noise attenuation and minimize visual intrusion for adjacent residential uses. Please refer to Response G-3 above regarding EMF.

Response G-5: The comment reiterates concerns regarding the potential health effects of the proposed project, particularly for children. The State of California has no adopted policies or regulations that establish a safe or unsafe distance for residential structures from power transmission lines. While the California Department of Education has adopted a policy that establishes a setback requirement as part of siting schools in proximity to transmission lines, that standard is solely based on known facts about the reduction of electric fields with increased distance, as opposed to any known biological health risks associated with exposure to EMFs. As the proposed project would not include installation of power transmission lines, this setback requirement does not apply. Please refer to Response G-3 regarding EMF.

Response G-6: The comment requests that the proposed equipment be placed underground to reduce noise, EMF pollution, electromagnetic pollution, visual impacts and potential health impacts to adjacent residents. The comment also requests shielding of all equipment at the site. As described in Response G-4, the City will require, as a Condition of Approval, that the project sponsor construct a free-standing, 8-foot-tall, stucco (or similar) wall along the property boundaries adjacent to 1246 Grand Avenue and 31 Wildwood Avenue to provide shielding for adjacent residences. Please also refer to Response E-1 and G-3.

Response G-7: The comment reiterates concerns regarding 24/7 unattended operation of the proposed project and opposition to the proposed design. The comment also raises concerns regarding Shell's responsiveness to neighbor complaints and the City's motivations in processing the project application. This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval.



- Response G-8: The comment reiterates concerns regarding potential noise and EMF exposure associated with the proposed transformers proposed for the project site. Please refer to Response F-1 regarding operational noise and Response G-3 regarding EMF.
- Response G-9: The comment reiterates concerns regarding the potential noise associated with proposed equipment at the project site and requests that equipment be placed underground. Please refer to Response F-1 regarding operational noise.
- Response G-10: The comment reiterates concerns regarding EMF and requests an EMF study be conducted. Please refer to Response G-3 regarding EMF.
- Response G-11: The comment raises additional concerns regarding potential EMF exposure and asserts that the project is not electromagnetically compatible (EMC) with the residential neighborhood. The comment provides measurements taken at another EV charging station, indicating that these measurements exceeded 1.0 milligauss beyond 30 feet and defines a “safe” threshold of 0.2 milligauss without citing a source or providing other evidence that supports the stated threshold. Please refer to Response G-3 regarding EMF.
- Response G-12: The comment reiterates comments regarding operational noise. Please refer to Response F-1.
- Response G-13: The comment reiterates comments regarding noise, EMF, and undergrounding of proposed facilities, and proposes planting of additional landscaping and other amenities as part of the proposed project. Please refer to Response F-1 and G-3. The commenter’s position related to the merits of the project does not relate to the adequacy of the information or analysis provided in the Draft IS/MND and will be considered by City decision-makers prior to making a determination regarding project approval.
- Response G-14: This concluding comment summarizes the more detailed comments included in the letter, which are responded to in Responses G-2 through G-13 above and Responses G-15 through G-26 below.
- Response G-15: The comment provides the results of measurements taken by the commenter at the EVgo on 880 and Marina Boulevard. Please refer to Responses G-3 and G-11.
- Response G-16: The comment asserts that the Draft IS/MND conclusion that the proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings. However, the commenter provides no rationale in this comment to dispute the Draft Is/MND’s conclusion. No change to the Draft IS/MND is required.

- Response G-17: The comment asks why there is no signature on the page 3-1 of the Draft IS/MND. Page 3-1 of the Draft IS/MND has been signed by Kevin Jackson, Planning & Building Director for the City of Piedmont. The Final IS/MND has not yet been completed, as the Draft IS/MND is still undergoing public review. Once the Final IS/MND is completed, the Planning & Building Director, or an authorized designee, will sign it.
- Response G-18: The comment reiterates concerns about the location of the noise measurements taken by LSA as part of the Draft IS/MND. Please refer to Response F-1.
- Response G-19: The comment provides additional specific comments related to the potential noise sources associated with the proposed project, reasons to limit noise, and suggestions for various noise reduction technologies. Please refer to Response F-1.
- Response G-20: The comment asserts that the proposed design of the power boxes is incorrect. This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval.
- Response G-21: The comment reiterates concerns regarding the proximity of proposed facilities in proximity to the commenter's residence, including the walkways, picnic areas, and equipment. This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval. Please refer to Response F-1 regarding noise from proposed equipment.
- Response G-22: The comment provides excerpts from various websites and asserts that electromagnetic radiation can be harmful to humans. Please see Response G-3 regarding EMF.

- Response G-23: The comment provides the specifications for the equipment proposed at the project site and asserts that no noise specifications indicates that the engineers who designed them probably never imagined anyone would be installing them next to a residential home. This assertion is speculative and the commenter has provided on evidence that this equipment produces excessive noise levels. Please refer to Response F-1.
- Response G-24: The comment provides specifications for the power box and asserts that the applications for these power boxes include commercial buildings, fleets, gas stations, outdoor parking and shopping center/hospitality. The project site is a former gas station. Additionally, as described in Response G-3, the equipment proposed for installation has been evaluated and certified by the FCC for use in all locations, including residential settings in accordance with applicable State and federal laws.
- Response G-25: The comment reiterates the assertion that the equipment proposed has not been designed for residential areas. Please refer to Responses G-23 and G-24.
- Response G-26: The comment provides additional excerpts from various websites related to electromagnetic compatibility. Please see Response G-3 regarding EMF.

Alice and Malcolm Talcott  
22 Wildwood Avenue  
Piedmont, CA 94610

Sent via email to: [kjackson@piedmont.ca.gov](mailto:kjackson@piedmont.ca.gov)

October 3, 2024

Mr. Kevin Jackson  
Planning & Building Director  
City of Piedmont  
120 Vista Avenue  
Piedmont, CA 94611

RE: Draft Initial Study – Mitigated Negative Declaration for 29 Wildwood Avenue, Piedmont, CA  
Proposed Redevelopment of Former Shell Gas Station into a Shell Recharge Electric Vehicle  
Charging Station

Dear Kevin:

We have lived across the street from 29 Wildwood since 2002. We read the Draft Initial Study – Mitigated Negative Declaration (IS-MND) with great interest as we want to understand the potential for the new EV station to create negative environmental impacts in our residential neighborhood. Here are our comments on the study.

Section 2.1.2 Existing Conditions

There is a factual error in Section 2.1.2 Existing Conditions. The first three sentences of this paragraph all state that the previous use of the site included a convenience store. That is incorrect. While the most recent CUP for the site included the right to operate a convenience store at the site, one was never opened. Attachment C correctly describes the previous use of the site and does not state that a convenience store was ever in operation at the former gas station. Accordingly, the narrative portion of the report is not consistent with Attachment C. This error should be corrected.

H-1

Section 4.13 Noise. General Comments on this section: As a close neighbor of the site, we are particularly concerned that the site could generate noise that is inappropriate in a residential neighborhood. EV Charging stations are a relatively new land use/business and their operations and impacts are something most of us have little experience with. Our research indicates that Fast Charging stations are usually located near freeways or in mall parking lots, not immediately adjacent to single family homes. As you might expect, we are concerned whether this is an appropriate site for this new technology and equipment particularly as the mechanical equipment with cooling fans that will be running continuously are located on the edge of the site closest to our property and only feet from our

H-2

neighbor’s bedroom at 31 Wildwood Avenue. We have also seen reports on local media of at least one site in San Francisco that has generated highly excessive noise in the SOMA neighborhood, leading to neighbor complaints, which made us particularly concerned that a similar issue not be allowed on this site. In addition, the proposed project has applied for a CUP to allow it to operate 24 hours a day, which is a change from the previous use on the site. (The gas station had been granted approval for 24-hour operations in their latest CUP approval, but the owner never actually operated the site 24 hours per day.) This extension to 24-hour service plus more than doubling the number of refueling stations from six gas pumps to 14 charging stations, results in two factors contributing to an intensification of the use of the site. This greatly concerns us.

H-2  
(cont.)

Given both the proposed change in use and the change in hours of operations, we were hoping that the environmental review report would make it clear what we might expect from the EV charging station operations. We were disappointed that was not the case. We found the noise study to be deficient and the discussion of how the noise from operations would be mitigated left us with many questions. Here are our specific comments on the Noise sections of the report.

Section 4.13 Noise: Locations Impacted

Section 4.13 Noise states in the second paragraph on page 4-63 in the subsection titled Stationary Noise Impacts, that “existing hourly noise levels...exceed the City’s noise level standards of 50 dBA. When ambient noise levels exceed the City’s noise level standards, an impact would occur if the operation of the project would create a readily perceptible increase in noise which is typically defined as a 3 dBA increase.” A sentence later it states, “In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would not occur at the residential uses to the north.” As noted in Section 2.1.3 Surrounding Land Uses, “The project site is generally surrounded by single-family residential uses to the north and east and commercial uses to the west and south.” The statement in the Noise section failed to note that the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would also not occur at the residential uses to the east of the subject property along Wildwood Avenue (bolding and underline added for emphasis). This should be corrected to make it clear that the City will enforce the noise level limits for the proposed project at its property boundaries with all its single-family residential property neighbors.

H-3

Section 4.13 Noise: Inadequacy of Testing Locations

In order for the City of Piedmont to insure that the project sponsor has met the Piedmont City Code requirement that the mechanical equipment that it installs does not cause an increase greater than 3dBA at the property line where it is immediately adjacent to the neighboring existing single-family residential properties, it is necessary to first conduct long-term noise level monitoring at these locations to determine the current ambient sound levels. The IS-MND reports on the results of the study that it conducted. This study tested noise at two locations but failed to test noise levels on a relevant portion of the property. Location LT-1 appears to have been placed on the property line of the subject property adjacent to the residential property immediately to the north at 1246 Grand Avenue. Location LT-2 appears to have been placed south of the property line in front of the residential property at 12

H-4

Wildwood Avenue. However, the IS-MND does not indicate that any long-term noise level monitoring was conducted at the property line to the east of the subject property where it directly abuts a single-family home at 31 Wildwood Avenue. This location is further from Grand Avenue than either LT-1 or LT-2 and is likely to have lower ambient noise levels than those locations since the primary source of noise in the area is from Grand Avenue. This is an important difference, and a long-term noise level survey is likely to have a different result at this location than at either LT-1 or LT-2. We find that the failure to conduct a long-term noise level monitoring study at this location to be a glaring omission and will leave the City of Piedmont without the data necessary to determine if the project sponsor is in compliance with the noise level requirements of the City Code in this location directly adjacent to a single-family residence.

H-4  
(cont.)

In addition, it is necessary for a long-term noise monitoring study to be conducted in this precise location because this is the exact location that the project sponsor has proposed for locating its electrical and mechanical equipment. This equipment is expected to generate the greatest amount of stationary noise from the proposed project's operations. It is, therefore, mandatory and critically important that a baseline long-term noise monitoring study be conducted here. In our opinion, the failure to do so is a complete and total disservice to the City of Piedmont and the residents of Wildwood Avenue. This missing data means that the Stationary Noise Impacts portion of Section 4.13 Noise of the IS-MND is incomplete, inadequate and flawed. An additional long-term noise monitoring study needs to be conducted at this location and the report amended with the results.

Section 4.13 Noise: Engineering Review

In the first sentence of the section titled Peer Review on page 4-66 the IS-MND states that, "The City, at the Property Owner's sole expense, shall retain an independent engineering consultant to perform a peer-review of the Property Owner's Sound and Vibration Mitigation Plan and advise the City in connection with the Property Owner's proposals." Later in the paragraph it states that, "The independent engineering consultant shall also review the building plans during the permit approval process and may provide periodic on-site observations during excavation and construction as deemed necessary by the City Engineer." In reading these statements it is not clear if the engineering consultant hired by the City of Piedmont will only be reviewing construction period noise and vibration plans or will also be tasked with reviewing the plans, specifications and location of the mechanical equipment in order to indicate if the proposed equipment and design is likely to comply with the Piedmont City Code with respect to stationary operations not exceeding a 3dBA increase in noise level at the property line.

H-5

We had hoped that the report would indicate and analyze what the actual noise generated by the proposed operations would be. But given that is not the case, it is very important that the Stationary Noise Impacts section be expanded to describe the City's review process in determining the level of noise generated by the mechanical equipment. Accordingly, we ask that this section of the IS-MND indicate that the engineering consultant is **required** to conduct such a review of both the noise generated during construction **and** from the long-term operations of the mechanical equipment, and provide a report with its conclusions and recommendations to the City of Piedmont. In addition, please indicate what would be likely to occur if the engineering consultant determines that the specified design

and equipment are likely to exceed the 3dBA increase in noise level limit at the property line. For example, if that were the case, would that cause the City of Piedmont to not issue approval or permits for the construction of the project until such time as revised designs and equipment specifications are submitted and the consultant is able to determine that such revised designs and equipment are likely to comply with the City Code with respect to stationary operations not exceeding a 3 dBA increase in noise level at the property line?

H-5  
(cont.)

Section 4.13 Noise: Mitigation provided through the City Code

As noted earlier, on page 4-63 in the subsection titled Stationary Noise Impacts, it states in part that “When ambient noise levels exceed the City’s noise level standards, an impact would occur if the operation of the project would create a readily perceptible increase in noise which is typically defined as a 3 dBA increase.” A sentence later it states, “In compliance with the Piedmont City Code, the project sponsor would be required to design the mechanical equipment such that a 3 dBA increase would not occur at the residential uses...” A sentence later the paragraph concludes by stating, “Compliance with the Piedmont City Code would ensure that noise associated with operation of equipment at the project site would be below established thresholds. Therefore, stationary noise impacts would be less than significant.” **Essentially, the author of the IS-MND concludes that there will not be a long-term noise impact because compliance with the City Code does not allow there to be one.** While the penultimate sentence provides a minimal level of comfort, the paragraph does not provide sufficient detail to assure the reader how the City will ensure through their code that the equipment will not generate noise in excess of the approved levels, how the City will make sure that the Project sponsor complies with the requirements and what recourse is available if the completed project violates the 3 dBA noise increase standard. The previous comment addresses how the City of Piedmont might use the peer review process during the design period to ensure that the project sponsor designs and specifies the equipment in a manner that is expected to comply with the noise requirement. The IS-MND is silent about what would happen if the completed project, despite efforts by the project sponsor, consulting engineer and the City during the entire design approval process, were to violate the 3dBA noise increase level in the Piedmont City Code. It is very important that the Stationary Noise Impacts section is expanded to describe what recourse the City of Piedmont would have if the completed project were to exceed the 3 dBA noise increase limit. For example, if the completed project violated the 3 dBA noise increase limit, would the City be able to revoke the Conditional Use Permit and shut down the operation of the project until changes were made that enabled the project to operate in compliance with the noise level limits?

H-6

Thank you for your time and we look forward to reviewing the responses to our comments in the next draft of the IS-MND.

Sincerely,

Malcolm and Alice Talcott

**LETTER H**  
**Alice and Malcolm Talcott**  
**October 3, 2024**

- Response H-1: The comment, which identifies an error in Section 2.1.2 of the Draft IS/MND, is noted. In response to this comment, page 2-1 of the Draft IS/MND is revised as follows:
- The project site is currently developed with a closed and vacated gas station, and minor auto-repair shop, ~~and convenience store~~. The current structures include four fueling stations under two canopies and a one-story building containing a minor auto-repair shop ~~and a convenience store~~. The previous uses as a gas station and minor auto-repair shop, ~~and convenience store~~ have all been discontinued and all structures above ground and all infrastructure below ground (e.g., underground fuel storage tanks) are proposed to be removed.
- Response H-2: The comment, which raises general concerns about the intensification of use at the project site, specifically related to noise and proposed hours of operation (24 hours per day, 7 days per week), is noted. This comment introduces more specific comments related to operational noise; these comments are addressed in Responses H-3 through H-6 below. Please see Response C-1 related to the proposed hours of operation.
- Response H-3: The comment requests that the Draft IS/MND be revised to ensure that the project sponsor be required to design the mechanical equipment such that a 3 dBA increase would also not occur at the residential uses to the east. As described in Response F-1, page 4-63 of the Draft IS/MND has been revised to clarify the noise limits for operation of equipment at the project site, including specifications regarding residential uses to the north and east of the proposed project.
- Response H-4: The comment, which requests that long-term noise measurements be taken at the northern property line adjacent to the single family residence at 31 Wildwood Avenue, is noted. Please refer to Response F-1 that provides further clarification regarding the noise measurements taken for the noise analysis.
- Response H-5: The comment raises questions regarding the City's Standard Conditions of Approval, as identified on page 4-66 of the Draft IS/MND. The Draft IS/MND evaluated potential noise and vibration associated with project construction. As described on page 4-65 of the Draft IS/MND, for typical construction activity, the equipment with the highest vibration generation potential is the large bulldozer, which would generate 0.089 PPV (in/sec) at 25 feet. The closest surrounding buildings to the project site include a



single-family residence at 1246 Grand Avenue and a single-family residence at 31 Wildwood Avenue, adjacent to the northern boundary of the project site. Should construction activities occur within 15 feet of the residences to the north, vibration levels of 0.2 PPV (in/sec) or more could occur. This vibration level at the nearest building from construction equipment would exceed the FTA threshold 0.2 in/sec PPV for building damage. The City's Standard Condition of Approval, which requires evaluation and monitoring of potential vibration levels during construction and development and implementation of a vibration monitoring and construction contingency plan to reduce vibration levels, would ensure that potential impacts associated with construction vibration would be less than significant. This Standard Condition of Approval pertains to construction-related noise and vibration.

As described in Response F-1, to ensure compliance with the City of Piedmont City Code, the City will require the project sponsor to ensure that proposed mechanical equipment meets the sound requirements as provided in Building Code Section 8.02.020 EE. This Condition of Approval includes testing of the proposed equipment, once installed and able to be operated at typical conditions to determine compliance with the City's noise level requirements. Should it occur that operational noise level exceed the requirements of this condition, additional mitigation shall be necessary in order to bring operations into compliance. Any modifications in order to meet the sound requirements including a sound barrier or an enclosure are subject to staff review and approval. Modifications to bring operations in compliance shall be made within 45 days.

Response H-6:

The comment requests additional information regarding the City's process for ensuring that the City's condition of approval, requiring that proposed mechanical equipment meets the sound requirements of a maximum 50 dBA at the nearest property line as provided in Building Code Section 8.02.020 EE. Please refer to Response F-1 and H-5.

From: [Bernice](#)  
To: [Kevin Jackson](#)  
Cc: [Mike Gallagher](#)  
Subject: Rebuttal to Responses in Letter D of the 29 Wildwood Avenue Electric Vehicle Charging Station Project Final Initial Study  
Date: Monday, October 14, 2024 12:05:09 AM

**[EXTERNAL] This email originated from an external source. Please use judgment and caution when opening attachments, clicking links, or responding.**

Dear Mr. Jackson,

I am writing in response to the comments provided in response to my letter (Letter D) in the Final Initial Study for the 29 Wildwood Avenue Electric Vehicle Charging Station Project. After reviewing the document, I would like to raise the following concerns that I believe have not been adequately addressed:

**1. Fence Height for Light Pollution Mitigation (Response D-1):**

In my letter dated August 1, 2024, I highlighted concerns regarding the proposed fence height. The photometric evaluation confirms the need for an 8-foot fence to effectively block light from spilling into neighboring properties. A 6-foot fence would be insufficient, as the light fixtures, although directed downward, could still cause significant light pollution due to their height and angle. This is especially critical during nighttime when nearby residents are more susceptible to disturbances from unwanted lighting. Our kitchen, dining, and living room windows directly face the station, and reducing the fence height would undermine a key mitigation strategy outlined in the study.

I-1

**2. Concerns Regarding Trex Material for Noise Mitigation (Response D-1):**

Additionally, the use of Trex material for the fence raises concerns about its effectiveness in mitigating noise. While Trex is a durable composite material, it does not offer the same noise reduction as more solid materials like wood or concrete. With the anticipated 3 dBA noise increase, a Trex fence may not provide adequate noise attenuation due to its lower density and thickness. A solid-material fence is essential to effectively reduce noise and protect the surrounding residential area from increased noise levels. In this case, relying on a Trex fence would likely fall short of the necessary noise mitigation.

I-2

**3. Privacy and Noise Attenuation Through Landscaping (Response D-2):**

While the response suggests that landscaping will provide privacy and noise attenuation, the proposed plant schedule includes younger, less-established plantings. It will take time for these plants to mature to a level where they can effectively provide privacy and noise reduction. In the meantime, we remain exposed to the rest area,

I-3

which includes a picnic table and bench, leaving us vulnerable to privacy concerns, noise disturbances, and potential smoking.

**4. Operation Hours and Community Impact (Response D-3):**

The response indicates that the issue of 24/7 operation is related to the merits of the project rather than the adequacy of the Initial Study. However, I want to emphasize that extended operation hours could cause significant disruption in this primarily residential area, including constant lighting, increased noise, and potential disturbances at all hours. I urge the City to reconsider the operational hours and potentially limit them to minimize the project's impact on the neighborhood.

I-4

Given the project's location and its potential impact on neighboring properties, I believe it is essential to maintain an 8-foot solid-material fence rather than the proposed 6-foot Trex fence. I respectfully request that this issue be reconsidered, and that the 8-foot solid fence be mandated in the final plan.

I-5

Thank you for your time and consideration.

Sincerely,  
Bernice & Michael Gallagher

**LETTER I****Bernice and Michael Gallagher****October 14, 2024**

Response I-1: The comment indicates that a 6-foot fence as described on page 2-5 of the Draft IS/MND in the Draft Initial Study is insufficient to reduce light pollution on the adjacent residences. As described in Response F-1, the City will require, as a Condition of Approval, that the project sponsor construct a free-standing, 8-foot-tall, stucco (or similar) wall along the property boundaries adjacent to 1246 Grand Avenue and 31 Wildwood Avenue. The wall shall have a minimum density of 4 pounds per square foot (lb/ft<sup>2</sup>) or be sound rated with a minimum sound transmission class (STC) of 20. The walls shall be free of gaps to provide noise attenuation and minimize visual intrusion for adjacent residential uses.

This comment does not identify any specific deficiencies related to the information or analysis in the Draft IS/MND; rather, it relates to the merits of the proposed project. Consideration of project merits is important, and the decision makers will consider all comments regarding the project merits as part of deliberations on the project application, and when choosing to prescribe project-specific conditions of approval. The City will hold a publicly-noticed hearing to consider action on the project, which will include consideration of the project merits outlined in the comment letters received. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response I-2: The comment indicates that the 6-foot tall, Trex fence as described on page 2-5 of the Draft IS/MND in the Draft Initial Study is insufficient to attenuate noise levels associated with the proposed project. Please refer to Response F-1 regarding operational noise.

Response I-3: The comment states that the proposed plant schedule includes younger, less-established plantings that will not effectively provide privacy and noise reduction until they mature. As described above in Responses F-1 and again in Response I-1, the City will require, as a Condition of Approval, that the project sponsor construct an 8-foot-tall, stucco (or similar) wall along the property boundary to provide noise attenuation and minimize visual intrusion for adjacent residential uses. This comment relates to the merits of the proposed project and not the adequacy of the information or analysis contained in the Draft IS/MND. This comment will be considered by City decision-makers prior to making a determination regarding project approval.

Response I-4: The comment raise concerns regarding the potential 24/7 operation of the proposed project. Please refer to Response F-2.

Response I-5:           The comment reiterates the request for an 8-foot-tall solid fence. Please refer to Response I-1.



## **APPENDIX G**

# **MITIGATION MONITORING AND REPORTING PROGRAM**



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## MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) is formulated based upon the findings of the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the 29 Wildwood Avenue Electric Vehicle Charging Station Project (project). The MMRP, which is found in Table A, lists mitigation measures recommended in the IS/MND and identifies mitigation monitoring requirements.

This MMRP has been prepared to comply with the requirements of State law (Public Resources Code Section 21081.6). State law requires the Lead Agency to adopt an MMRP when mitigation measures are required to avoid significant impacts. The MMRP is intended to ensure compliance with the mitigation measures identified in the IS/MND during implementation of the project.

The MMRP is organized in a matrix format. The first column identifies the recommended mitigation measures. The second column, entitled *Implementation Actions*, refers to the actions taken by the party responsible for oversight to ensure compliance. The third column, entitled *Timing Requirements*, refers to when the monitoring will occur to ensure that the mitigating action is completed. The fourth column, entitled *Monitoring/Reporting Responsibility* refers to the party responsible for oversight or ensuring that the mitigation measure is implemented. The fifth column, entitled *Verified By and Date*, refers to the party and date the action was verified as complete.

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**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
<b>AIR QUALITY</b>				
<p><b>AIR-1:</b> In order to meet the Bay Area Air Quality Management District (BAAQMD) fugitive dust threshold, the following BAAQMD Best Management Practices for Construction-Related Fugitive Dust Emissions shall be implemented by the project applicant during the project construction period:</p> <ul style="list-style-type: none"> <li>• All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>• All haul trucks transporting soil, sand, or other loose material off site shall be covered.</li> <li>• All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</li> <li>• All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).</li> <li>• All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.</li> <li>• Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California Airborne Toxics Control Measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</li> <li>• All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>• A publicly visible sign shall be posted with the telephone number and person to contact at the City of Piedmont regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.</li> </ul>	<ul style="list-style-type: none"> <li>• Include measure as Condition of Approval.</li> <li>• Implementation actions are outlined in the measure.</li> </ul>	<p>Throughout the construction period.</p>	<ul style="list-style-type: none"> <li>• The City of Piedmont (City) is responsible for incorporating this measure into contract specifications and for ensuring compliance during construction.</li> <li>• The Construction Contractor is responsible for implementing this measure.</li> </ul>	

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
<b>CULTURAL RESOURCES</b>				
<p><b>CULT-1:</b> Cultural resources materials may include pre-contact resources such as flaked and ground stone tools and debris, shell, bone, ceramics, and fire-affected rock, as well as historic resources such as glass, metal, wood, brick, or structural remnants.</p> <p>The applicant shall inform its contractor(s) of the sensitivity of the project site for archaeological deposits, and include the following directive on the project grading plans:</p> <p>“The subsurface of the construction site is sensitive for archaeological deposits. If archaeological deposits are encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist shall assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any archaeological materials. Archaeological deposits can include, but are not limited to, shellfish remains; bones, including human remains; flakes of, and tools made from, obsidian, chert, and basalt; mortars and pestles; historical trash deposits containing glass, ceramics, and metal artifacts; and structural remains, including foundations and wells.”</p> <p>The City shall verify that the language has been included in the grading plans prior to issuance of a grading permit or other permitted project action that includes ground-disturbing activities on the project site.</p> <p>If the deposits are uncovered on the site and found to be significant (i.e., eligible for listing in the California Register of Historical Resources), the applicant shall be responsible for funding and implementing appropriate mitigation measures. Mitigation measures may include recordation of the archaeological deposit, data recovery and analysis, and public outreach regarding the scientific and cultural importance of the discovery. Upon completion</p>	<ul style="list-style-type: none"> <li>● Include measure as Condition of Approval.</li> <li>● Incorporate measure as part of construction specifications.</li> </ul>	<p>Prior to and throughout the construction period.</p>	<ul style="list-style-type: none"> <li>● The City is responsible for incorporating this measure into contract specifications, hiring a qualified archaeologist, and for ensuring compliance during construction.</li> <li>● The qualified archaeologist is responsible for conducting monitoring during initial ground disturbance, evaluating the resources, and determining the appropriate treatment of the discovery.</li> <li>● The Construction Contractor is responsible for cooperating with the qualified archaeologist if resources are discovered.</li> </ul>	

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
<p>of the selected mitigations, a report documenting methods and findings shall be prepared, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate curation facility and used for public interpretive displays, as appropriate and in coordination with a local Native American tribal representative.</p>				
<b>GEOLOGY AND SOILS</b>				
<p><b>GEO-1:</b> Should paleontological resources be encountered during project subsurface construction activities, the area shall be flagged off, all ground-disturbing activities within 25 feet of the resource shall be stopped, and work shall be redirected away from the resource. A qualified paleontologist who is contracted by the project site manager or applicant shall be immediately contacted to assess the resource and consult with agencies as appropriate to determine if the resource should be collected. For purposes of this mitigation, a “qualified paleontologist” shall be an individual with the following qualifications: (1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; (2) at least 2 years of professional experience related to paleontology; (3) proficiency in recognizing fossils in the field and determining their significance; (4) expertise in local geology, stratigraphy, and biostratigraphy; and (5) experience collecting vertebrate fossils in the field.</p> <p>Significant paleontological resources are those that have adequate condition of preservation and contain diagnostic elements that will make the fossil identifiable. If the paleontological resources are found to be significant and project activities cannot avoid them, the applicant and the applicant’s contractors shall comply with measures to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. The qualified paleontologist shall implement the following measures to protect the resource: construction monitoring, recording the</p>	<ul style="list-style-type: none"> <li>● Include measure as Condition of Approval.</li> <li>● Incorporate measure as part of construction specifications.</li> </ul>	<p>Throughout the construction period.</p>	<ul style="list-style-type: none"> <li>● The City is responsible for incorporating this measure into contract specifications, hiring a qualified paleontologist (if discoveries are made), and for ensuring compliance during construction.</li> <li>● The qualified paleontologist is responsible for determining the appropriate treatment of the discovery.</li> <li>● The Construction Contractor is responsible for cooperating with the qualified paleontologist if resources are discovered.</li> </ul>	

**Table A: Mitigation Monitoring and Reporting Program**

Mitigation Measure	Implementation Actions	Timing Requirements	Monitoring/Reporting Responsibility	Verified By and Date
fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared by the qualified paleontologist and submitted to the City of Clayton for review. If paleontological materials are recovered, the qualified paleontologist shall also submit this report to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials.				
<b>NOISE</b>				
<p><b>NOI-1:</b> Prior to issuance of grading permits, the City shall verify that grading and construction plans include the following requirements:</p> <ul style="list-style-type: none"> <li>• Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers’ standards.</li> <li>• Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project site.</li> <li>• Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.</li> <li>• Construction haul trucks and materials delivery traffic shall avoid residential areas whenever feasible.</li> <li>• Prohibit extended idling time of internal combustion engines by either shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.</li> <li>• Ensure that all general construction related activities are restricted to between the hours of 8:00 a.m. and 6:00 p.m. on Monday through Saturday and between the hours of 9:00 a.m. and 6:00 p.m. on Sundays and holidays.</li> </ul>	<ul style="list-style-type: none"> <li>• Include measure as Condition of Approval.</li> <li>• Incorporate measure as part of construction specifications.</li> </ul>	Prior to the issuance of grading permits and throughout the construction period	<ul style="list-style-type: none"> <li>• The City is responsible for incorporating this measure into contract specifications and for ensuring compliance during construction.</li> <li>• The Construction Contractor is responsible for implementing this measure.</li> </ul>	

**Table A: Mitigation Monitoring and Reporting Program**

<b>Mitigation Measure</b>	<b>Implementation Actions</b>	<b>Timing Requirements</b>	<b>Monitoring/Reporting Responsibility</b>	<b>Verified By and Date</b>
<ul style="list-style-type: none"><li>Designate a “disturbance coordinator” at the City of Piedmont who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would determine and implement reasonable measures warranted to correct the problem, and ensure noise levels do not exceed noise ordinance standards.</li></ul>				

Source: LSA (2024).