

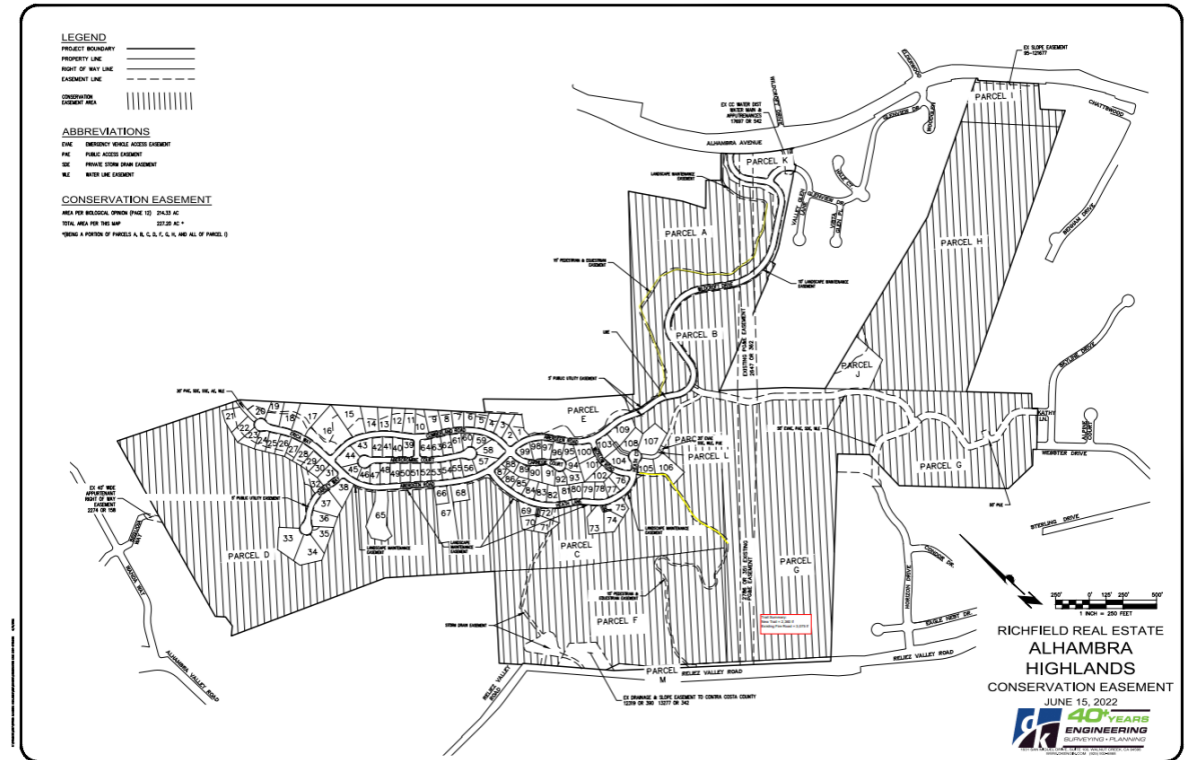
# Alhambra Hills Management Analysis

City of Martinez Study Session  
December 20, 2023



# Brief History

- Richfield Real Estate entitled construction of 109 houses on the Alhambra Highlands property. The development proposal included an onsite conservation easement to mitigate for environmental impacts and permanently protect an open space remainder. The plan also featured a multi-use trail alignment managed by East Bay Regional Park District connecting Reliez Valley Road with Alhambra Avenue.
- City of Martinez residents formed the Alhambra Hills Open Space Committee to inform constituents about Richfield Real Estate development plans and advocate for permanent protection of the entire property.
- Measure F appeared on the June 2022 City of Martinez ballot: “to levy a dedicated 30-year special tax to prevent development and acquire, create and maintain 297 acres of permanent public parkland and wildlife habitat.”
- The Measure F parcel tax required 2/3 approval and passed with 68.77% of the vote.
- City of Martinez acquired the +/- 300-acre property on November 10, 2022 for ~\$36 Million including the cost of financing.



# Resource Preservation Goals

Natural habitats within the property include annual grassland, oak woodland, riparian woodland, seasonal wetlands, and small stands of coastal scrub.

## Goals

1. Permanently protect the property and its natural resources to provide the highest quality habitat for native and sensitive wildlife and plants.
2. Provide safe passive recreational opportunities in balance with natural resources.
3. Implement and maintain an effective grazing program.
4. Manage hazardous wildfire fuel levels.
5. Protect and manage dispersal and core scrub habitat for Alameda whipsnake in order to sustain long-term conditions suitable for the species.
6. Protect existing wetland habitat.
7. Control invasive non-native pest plants, particularly artichoke thistle and yellow star thistle.
8. Promote a long-term improvement in watershed conditions through minimization of soil compaction, erosion, and sedimentation.

# Resource Preservation Recommendations

## Recommendations

1. Delineation of potential resource impacts on natural habitats.
2. Research of historical and cultural resources in advance of any design or implementation.
3. Development of preferred design alternatives that prevent or mitigate resource impacts
4. Affirmative Conservation Easement to permanently protect the property and its wide range of native animals, including numerous documented special-status species.





# Reasoning

- Implementation should start with those strategies that produce the least amount of impact to the property.
- An affirmative conservation easement would investigate appropriate use types, where they should be located to minimize impacts, and insure permanent protection of the property.
- An EBRPD managed trail that connects Reliez Valley Road and Alhambra Valley Road would be multiuse, including bicycles and dogs on leash.
- Any spur trails/loops/ or existing fire roads off that multiuse trail would be for pedestrian/equestrian use only, pending further study and planning.
- The equestrian exception is a precedent use prior to City ownership and allows the grazer to use horses to manage grazing.



Stock pond.  
Western portion of the Preserve

# City Discussion/Direction on Key Items

1. **Docent-led Hikes:** extend non-exclusive parking lot use agreement with Bethany Baptist Church to provide more access in 2024 to public via organized hikes.
2. **Grazing:** prioritize updating 2022 Grazing Management Plan (prepared for Richfield, when development was assumed) to address data gaps and framework for implementing grazing licenses on the property.
3. **Parking and Access: identify preferred area(s) to prioritize**
  - a) Briones Regional Park Alhambra Valley Staging Area
  - b) Golden Hills Park (would require design/development of new multi-use trail)
  - c) Reliez Valley Road (advantages for grazer and ConFire access)
  - c) Alhambra Avenue (Bethany Baptist, non-exclusive use agreement used in 2024, access to fire road would need to be improved if a long-term viability)
3. **Dogs, Bikes, Horses:** weigh considerations of allowing these once open to public; only horses are recommended
4. **Signage:** once rules are established for the above, develop and implement baseline signage on property
5. **Conservation Easement:** Establish timing to pursue, considerations for future infrastructure.

# Alhambra Hills Management Analysis Discussion





**City of Martinez  
City Council  
Chickens, Bees, and Trees Regulations**

December 20, 2023



## What is being proposed?

- Merge Chapter 8.08 and 8.12 together under new Chapter 8.08 (Protected Trees)
- Update definition of protected trees
- Establish a list of recommended and discouraged trees
- Add new definitions for apiary, chicken, and coop
- Add Chapter 22.58 (Small Animals)
- Add new regulations for beekeeping, such as quantity, size, and location requirements
- Update regulations for chickens, such as quantity and location requirements





## Planning Commission Recommendation

- Remove Coastal Redwood trees from the list of recommended trees
- Reduce the parcel size for the maximum of four chickens from 5,000 square feet to 4,000 square feet



## City Council

- Work with the Mount Diablo Beekeepers Association and 4H or similar organizations on the proposed regulations;
- Review the regulations compared to Contra Costa County and other cities in the County;
- Address the minimum size of chicken coops;
- Include scientific names for discouraged trees; and
- Remove bamboo from list of discouraged trees.



## Mount Diablo Beekeepers Association & 4H

- Change the definition of apiary and distinguish from beehive;
- Change maximum number of beehives from two to a maximum quantity based on gross lot area, similar to the proposed chicken regulations;
- Allow for one nucleus hive for each beehive;
- Require a flyaway barrier;
- Require a water source;
- Remove bee-friendly landscape requirement as bees generally do not seek pollination opportunities immediately adjacent to beehives; and
- Allow beehives in rear or side yard.



## Recommendation

Conduct a public hearing, waive the reading and introduce the Ordinance approving a Municipal Code Amendment and Zoning Text Amendment to amend the Martinez Municipal Code by: 1) merging Martinez Municipal Code Chapter 8.08 (TREES AND SHRUBS – PLANTING AND MAINTENANCE) and 8.12 (TREES ON PRIVATE PROPERTY-PRESERVATION, PROTECTION AND REMOVAL), amending the definition of Protected Tree, establishing a tree replacement ratio, establishing a list of recommended and discouraged trees, and establishing a tree replacement in-lieu fee; 2) amending Chapter 22.04 (DEFINITIONS) and Chapter 22.12 (RESIDENTIAL DISTRICTS) to revise and establish new definitions for apiary, chicken, and coop; and 3) adding Chapter 22.58 (SMALL ANIMALS) to establish standards and best practices for bees and chickens.



## Next Steps

- City Council 2<sup>nd</sup> Reading of Ordinance: January 17, 2024
- Regulations Effective: February 17, 2024



# Chickens, Bees, and Trees Regulations



## Questions?



## Tree Regulation Updates

- Merge Chapter 8.08 and Chapter 8.12 under new Chapter 8.08 (Protected Trees)
- Establish standardized tree replacement ratio:
  - One 15-gallon replacement tree for each street tree removed
  - One 15-gallon replacement tree for each tree removed that is 24 inches in diameter or less
  - Two 15-gallon replacement trees for each tree removed that is greater than 24 inches in diameter.
- Establish a list of discouraged trees, including trees that may pose a fire hazard, are invasive, or may otherwise pose an impact.
- Referencing a list of recommended trees that will be maintained by City staff.



## Tree Regulation Updates

- Amend definition of “Protected Tree” by
  - Measure protected trees by diameter, rather than circumference;
  - Remove Coast red elderberry;
  - Add trees within the public right-of-way or private access easement; and
  - Add trees within the Downtown Specific Plan area
- Add language on potential development moratorium on issuance of permits for intentional damage, destruction, or removal of a protected tree
- Clarify adjacent property owner responsible for maintenance of street trees



## New and Updated Definitions

### New definitions:

- Apiary
- Chicken
- Coop

### Updated definitions:

- Agriculture – Large Scale
- Small Animal Farming



## Bee Regulations

- **Water Source:** Adequate amount of fresh water.
- **Size:** A beehive shall not exceed six square feet. May be stacked and/or placed on a stand provided the cumulative height does not exceed six feet.
- **Flyaway Barrier:**
  - A minimum six feet high; solid wall or fence or dense vegetation, and
  - A minimum of the same length as the beehive box(es)
- **Location:**
  - Rear Yard, Side Yard, or Roof;
  - Accessory Structure setbacks based on zoning district;
  - Minimum of 25 feet from public right-of-way and private street; and
  - Closer to primary residence on subject parcel than primary structure on adjacent parcel





## Bee Regulations (Continued)

Maximum Number of Beehives Allowed	
Gross Lot Area	Maximum Number of Beehives Permitted
Between 5,000 square feet and 10,000 square feet	4
Between 10,001 square feet and 20,000 square feet	6
Between 20,001 square feet and 40,000 square feet	8
Between 40,001 square feet and 200,000 square feet	10
Greater than 200,001 square feet	40



## Bee Regulations Exceptions

- In agricultural zoning, an additional one apiary is permitted for every 5,000 square feet of gross lot area, or the area permitted per the Table, whichever is greater
- In commercial and industrial zoning districts, the twenty-five foot setback is not required for rooftop apiaries only.
- Conditional Use Permit required for:
  - Quantity of beehives per parcel.
  - Location of beehives.



## Chicken Regulations

- **Location:** Allowed in Residential and Agricultural zoning
- **Noise:** Roosters are prohibited
- **Enclosure:** Require enclosure or fenced area which:
  - Is kept in a clean and sanitary condition, free from odor, pests, and vermin.
  - Is located within a rear yard.
  - Meets the minimum required setbacks for accessory structures.
  - Closer to the primary residence or structure of subject property than to any adjacent or neighboring primary structure.
  - Is roofed.
  - Three square feet per chicken
- **Lot Coverage:** Coops and cages do not count towards lot coverage limits.
- **Feed Storage:** Feed shall be stored in a rodent-proof and predator-proof container.



## Chicken Regulations (Continued)

Maximum Number of Chickens Allowed	
Gross Lot Area	Maximum Number of Chickens Permitted
Between 4,000 square feet and 10,000 square feet	4
Between 10,001 square feet and 20,000 square feet	8
Between 20,001 square feet and 40,000 square feet	16
Greater than 40,001 square feet	20



**City of Martinez  
City Council Meeting  
2023 - 2031 Housing Element & General Plan  
Amendments, and Zoning Text and Map Amendments**

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December 20, 2023



## Background

- In 1969, a Housing Element became required by State law, which compels all local governments to do their “fair share” of planning for adequate housing
- The Housing Element is a required section of the City’s General Plan and analyzes housing needs of the community and constraints to housing development
- It lays out the City’s housing policies and identifies goals and programs that guide housing related actions



## Background - RHNA

The Association of Bay Area Governments (ABAG) allocates the Regional Housing Needs Allocation (RHNA) to local governments based on methodology, which considers:

- **Access to opportunity** (high resource areas receive more units)
- **Proximity to jobs** (by auto or transit – areas closer to job centers receive more units)
- **Social equity** (areas identified as exhibiting above-average racial and economic exclusion receive an allocation of lower-income units that is at least proportional to its share of households)

Income Level	ABAG RHNA	Martinez RHNA	County Income Range (3-person household)
Very Low-Income (0-50% AMI)	114,442	350	\$0 - \$64,300
Low-Income (50-80% AMI)	65,892	201	\$64,301 - \$98,650
Moderate-Income (80-120% AMI)	72,712	221	\$98,651 - \$154,200
Above Moderate-Income (>120% AMI)	188,130	573	\$154,200 +
<b>Total</b>	<b>441,176</b>	<b>1,345</b>	



## Community Engagement

- Joint City Council/Planning Commission Meetings (3)
- Housing Workshop
- Housing Needs and Priorities Survey
- Stakeholder Focus Group Meetings (2)
- Stakeholder Survey
- Public Draft Housing Element 30-day review period
- Informational Meetings for Proposed Overlay Districts (2)





## Community Engagement

### Initiate

- Evaluate Current Element
- Develop Background Data
- Initiate Public Engagement
- Web Page Launch
- Community Workshop
- Online Community Survey

Summer-Fall  
2022

### Analyze

- Adequate Sites Analysis
- Assess Housing Needs and Opportunities
- Affirmatively Furthering Fair Housing Analysis

Fall-Winter  
2022/23

### Draft

- Public Review Draft Housing Element (30 days)
- Public Meetings
- Revise Housing Element to address public input

Spring 2023

### Adopt

- HCD Review of Draft Housing Element (90 days)
- Revise to Address HCD Feedback
- Planning Commission & City Council Hearings
- Adopt Substantially Compliant Housing Element

Summer-Fall 2023



## Discussion: Housing Element Contents

### Housing Plan

- Introduction
- Goals and Policies
- Programs

### Background Report

- Introduction
- Housing Needs Assessment
- Housing Constraints
- Housing Inventory
- Affirmatively Furthering Fair Housing
- Evaluation of the 2015-2023 Housing Element
- Other Requirements

### Appendices



## Discussion: Housing Plan Goals

- Diversifying Housing. Foster development of a variety of housing types, density, and prices to balance the City's housing stock and meet Martinez's regional fair share housing needs for people of all income levels.
- Improving Housing Affordability. Promote the expansion of the City's affordable housing stock, including units which accommodate special needs households.
- Preserving Housing Assets. Improve and preserve the existing housing stock where feasible and appropriate, and make certain new residential development is consistent with the surrounding neighborhood context.
- Removing Governmental Constraints. Reduce and remove governmental constraints under the City's control on the maintenance, improvement, and development of housing, while maintaining community character.



## Discussion: Housing Plan Goals (continued)

- Advancing Equal Housing Opportunities. Promote equal housing opportunities for all residents, including special needs populations and all classes protected under Federal and State fair housing laws, so that safe and decent housing is available to all persons and all income levels throughout the community.
- Ensuring Sustainability. Promote sustainability through support of existing and new residential development that minimizes reliance on natural resources.



## Discussion: Housing Plan Programs

- There are 31 programs in the Housing Plan
- The program support the 6 Housing Plan goals.
- Each program includes the following:
  - Title
  - Description
  - Responsible Department/ Agency
  - Funding Sources
  - Program Objectives/ Timeframe

### Example

#### PROGRAM 18: COORDINATE WITH HOUSING SUPPORT SERVICE AGENCIES

Support efforts of countywide social service agencies in their attempts to provide housing for special need groups. The City will provide information and referrals to County agencies and local service providers for those seeking health and human services assistance. Information on County programs and programs operated by local service providers and non-profits will be made available at the City's public counter and links to County agencies and local service providers will be provided on the City's website.

Responsible Department/Agency: Planning Division; City Manager's Office

Funding Sources: General Fund

Objectives and Timeframe:

1. Continue participating in the Contra Costa Continuum of Care (ESG funds) and Urban County/HOME Consortium (HOME funds), to ensure services are made available to Martinez. Provide information on County programs at City Hall and include program information, including health, human assistance, senior, and homeless programs, on the City's website.
2. Support efforts of countywide social service agencies in their efforts to provide housing for special needs groups through coordinating an annual meeting with County social service agencies to identify housing needs of the community, services available to meet the needs, and additional funding sources or programs that may be available to assist in meeting needs.



## Discussion: Comparison of RHNA to Inventory of Sites, Approved Projects, and ADUs (see Background Report Table 59)

	Very Low	Low	Moderate	Above Moderate	Total
<b>2023 – 2031 RHNA</b>	350	201	221	573	1,345
<b>Vacant Sites</b>	0	0	27	146	173
<b>Underutilized Sites</b>	87	67	27	104	285
<b>Pending Projects</b>	9	0	0	0	9
<b>Approved/ Permitted Projects</b>	10	0	69	215	294
<b>ADU Capacity</b>	24	20	25	5	74
<b>Total Existing Capacity</b>	<b>130</b>	<b>87</b>	<b>148</b>	<b>470</b>	<b>835</b>
<b>Remaining Need</b>	220	114	73	103	510



## Discussion: Opportunity Sites to Accommodate the RHNA (see Background Report Tables 60 and 61)

	Very Low	Low	Moderate	Above Moderate	Total
Alhambra Avenue Overlay	64	48	19	27	158
Affordable Housing Overlay	35	26	8	11	80
Community Service Overlay	162	115	13	19	309
Mixed-Use/Housing Overlay	139	105	38	53	335
R-2.5, CC, DS, DT	80	62	40	48	230
<b>Subtotal Opportunity Sites</b>	<b>475</b>	<b>352</b>	<b>116</b>	<b>157</b>	<b>1,100</b>
Inventory of Residential Sites	130	87	148	470	835
<b>Total Capacity</b>	<b>605</b>	<b>439</b>	<b>264</b>	<b>627</b>	<b>1,935</b>
<b>2023 – 2031 RHNA</b>	<b>350</b>	<b>201</b>	<b>221</b>	<b>573</b>	<b>1,345</b>
<b>Excess Capacity</b>	<b>255</b>	<b>238</b>	<b>43</b>	<b>54</b>	<b>590</b>



## Revised Housing Element

- Revise Program 11.G to reference new requirements for emergency shelters including AB 2339 (2022) and AB 139 (2019)
- Add Program 11.J to update the Zoning Ordinance as necessary to reflect the current requirements of State law for manufactured housing
- Amend Program 11.P to reduce parking requirements for multifamily housing to:
  - Require one space per unit for the first bedroom and one-half space for each additional bedroom.
  - Eliminate guest parking requirements for projects with at least 15 percent affordable units
  - Allow covered or uncovered parking





## Revised Housing Element (continued)

- Add Program 11.V to amend the building height development standards for residential structures to accommodate maximum allowable densities
- Amend Program 13 by developing and implementing strategies to encourage and facilitate lot consolidation and phasing of residential and mixed-use developments
- Amend Program 16 – Affirmatively Furthering Fair Housing by:
  - pursuing funding sources for affordable housing;
  - facilitate streamlined, ministerial review;
  - increase opportunities for shared housing;
  - prioritize capital improvement projects and public investment in lower- and moderate resource areas.



## Revised Housing Element (continued)

- Provide additional information regarding housing needs of each of the special needs populations
- Update the Inventory of Sites analysis to:
  - Provide additional analysis of regional trends for development of underutilized sites with housing
  - Refine the Site Criteria used to determine the potential for underutilized sites to be developed during the planning period
  - Remove Opportunity Sites that did not meet the Site Criteria for underutilized sites



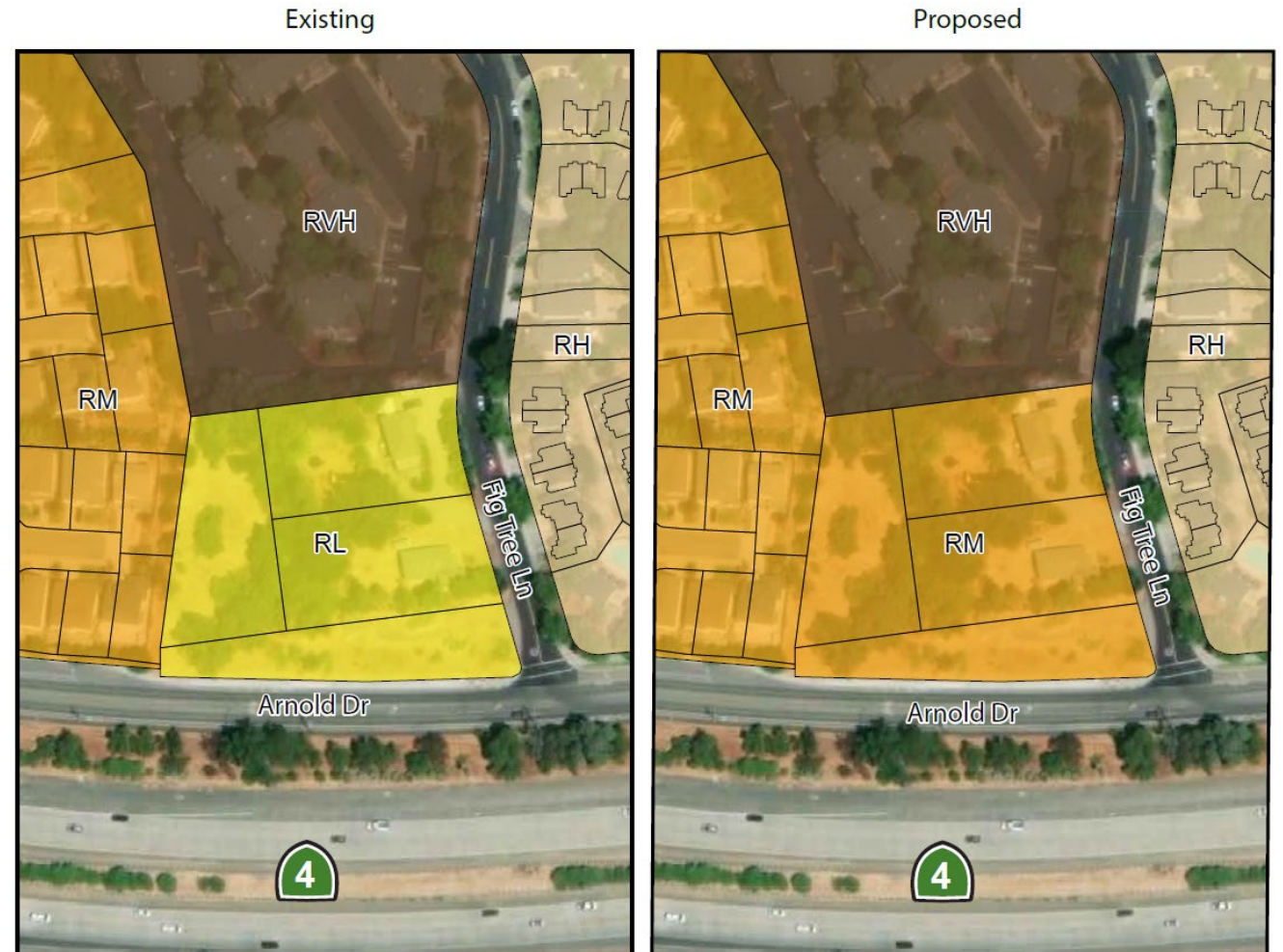
## Revised Housing Element (continued)

- Update the Affirmatively Furthering Fair Housing analysis to:
  - Provide additional information regarding local knowledge of factors that influence fair housing conditions
  - Further assess the relationship between the evaluated fair housing populations with concentrations of low and high incomes and access to opportunities and resources
  - Addition of Table 73 (Distribution of RHNA Capacity by Census Tract) which explores the number of Inventory and Opportunity Sites accommodated by income for each census tract and the associated AFFH indicators for each Census tract



## General Plan Amendments

- General Plan 2035 adopted on November 2, 2022
- Following adoption, the City prepared a strike-through version with minor revisions intended for clarification
- Recommend amending the General Plan land use designation for four parcels on Fig Tree Lane from Residential Low to Residential Medium for address inconsistencies





## Community Services Overlay District

- **Purpose:** Encourage multi-family residential development, particularly affordable housing, on lands owned by existing legal religious organizations and community-oriented non-profit organizations
- **Density:** 21 – 50 housing units per acre
- **Review Process:** “By right” stream-lined development processing
- **Objective Standards:** Development standards consistent with the R-1.5 zoning district and applicable Specific Plan
- **Parking:** 1 parking stall per unit plus truck loading requirements







## Both Overlay Districts

- **Affordability:**
  - 20 percent very low-income or low-income units, *or*
  - 30 percent moderate income units
- **Deed Restriction:**
  - 55 years** for rental units
  - 45 years** for owner-occupied units



## Zoning Map Amendments for GP Land Use Conformance

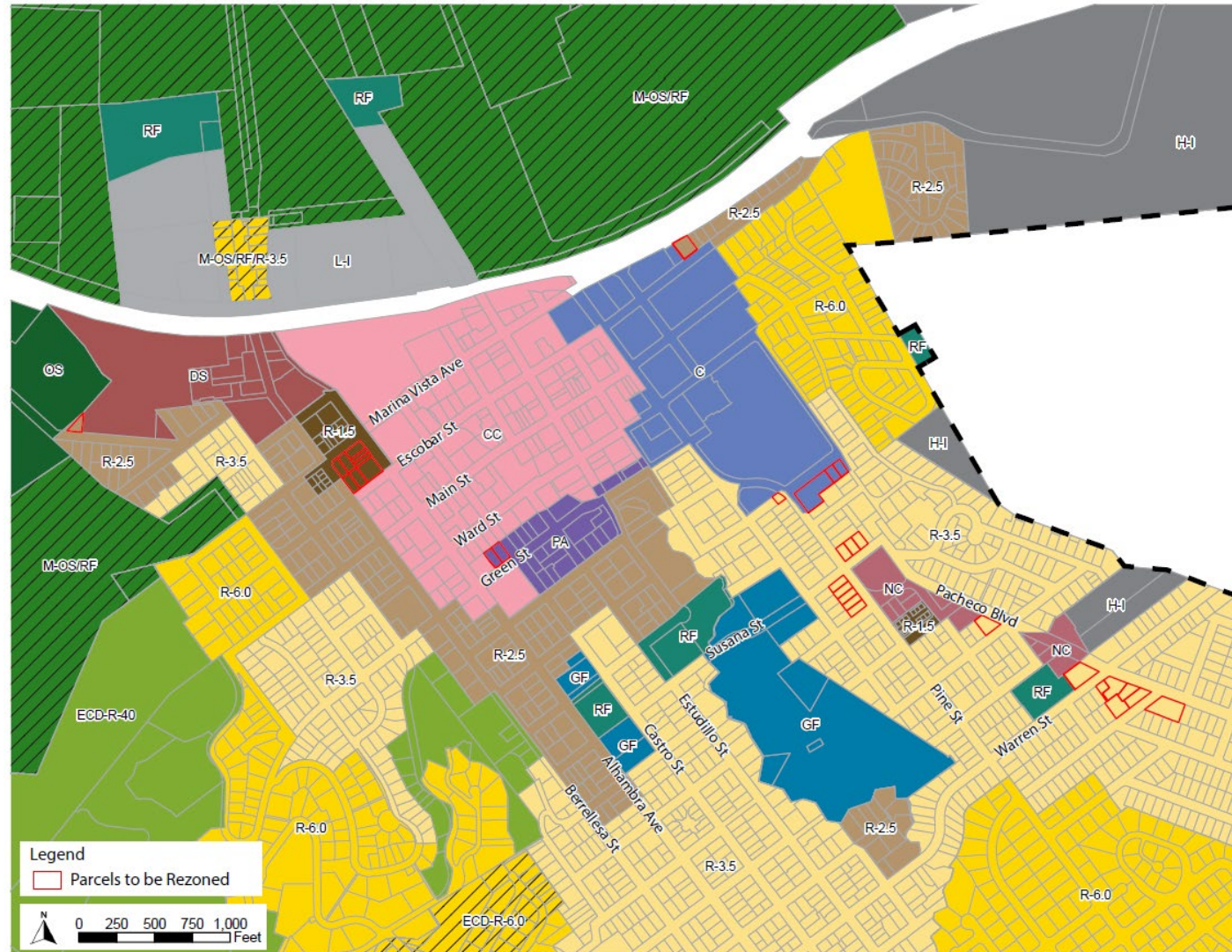
- General Plan 2035 revised the City's land use designations
- City also changed land use policy direction to encourage the potential development of certain parcels
- Underlying zoning district designation on several properties is inconsistent with General Plan and must be revised for consistency
- Approving a Zoning Map Amendment for 32 specific parcels (see staff report Table 3) into a conforming zoning district will encourage and simplify future housing development on these sites



# 2023 - 2031 Housing Element



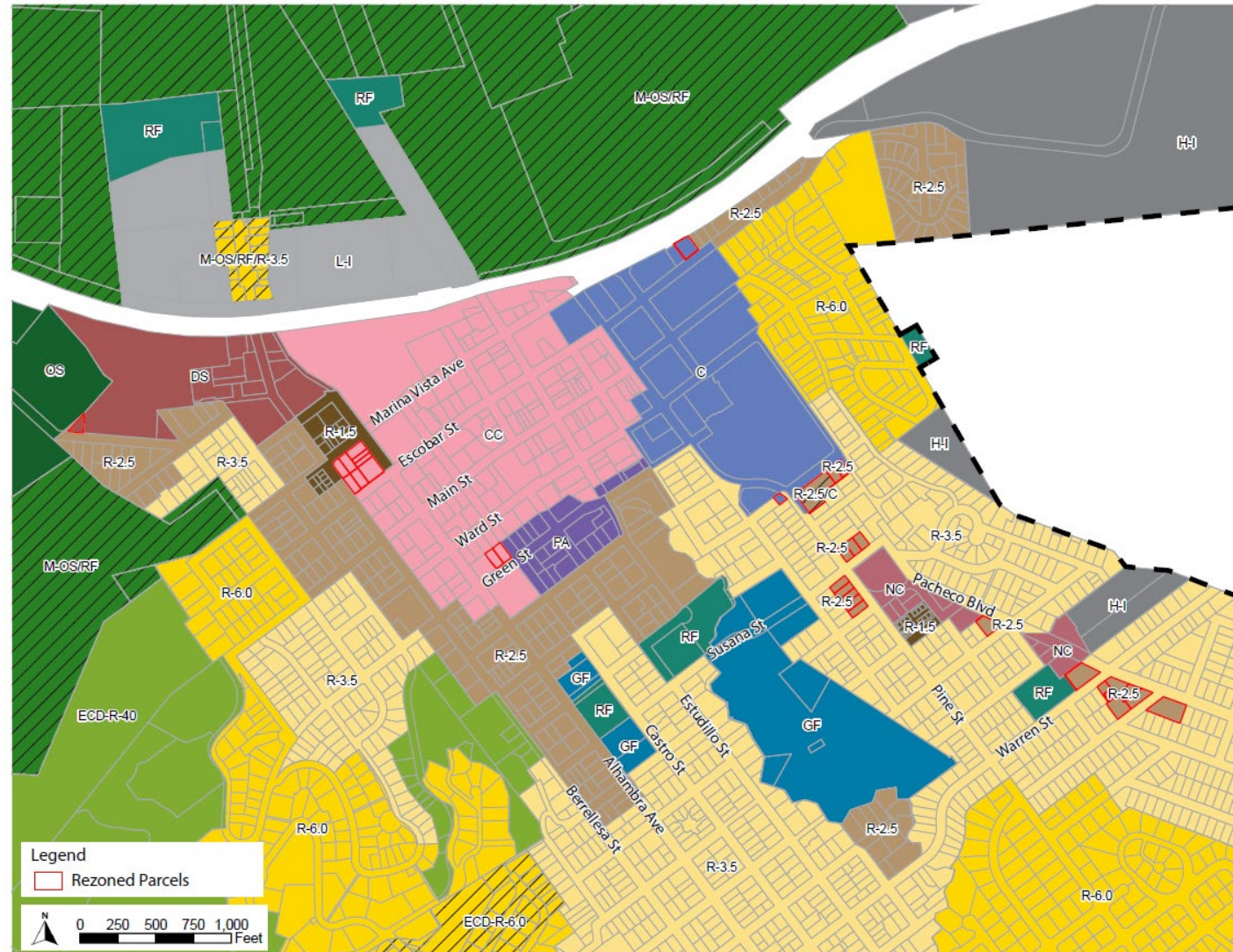
## Current Zoning Designations







## Zoning Map Amendments





## Environmental Review

- General Plan EIR was certified and the General Plan 2035 was adopted by the City Council on November 2, 2022
- City shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions calling for preparation of a subsequent EIR or MND have occurred
- General Plan 2035 EIR Addendum prepared
- Proposed General Plan Amendments and Zoning Map Amendments for the thirty-two parcels do not require additional environmental review



## Planning Commission Hearing

Adopted Resolution No. 23-17, recommending the City Council:

1. approve the Revised 2023 – 2031 Housing Element and direct staff to submit it to the California Department of Housing and Community Development for certification;
2. adopt a Resolution approving minor amendments to the General Plan 2035, including amending the General Plan land use designation for four parcels on Fig Tree Lane from Residential Low to Residential Medium;
3. adopt Ordinances approving a Zoning Text and Zoning Map Amendment establishing the Community Services Overlay and the Alhambra Avenue Overlay District;
4. adopt an Ordinance approving a Zoning Map Amendment amending the zoning district for 32 parcels in the downtown for consistency with the General Plan 2035;
5. approve an Addendum to the General Plan 2035 Environmental Impact Report.



## Recommendation

1. Adopting the Resolution approving the Revised 2023 – 2031 Housing Element and directing staff to submit it to the California Department of Housing and Community Development for certification;
2. Adopting the Resolution approving minor amendments to the General Plan 2035, including amending the General Plan land use designation for four parcels on Fig Tree Lane from Residential Low to Residential Medium;
3. Waiving the reading and introducing the Ordinances approving Zoning Text and Zoning Map Amendments establishing the Community Services Overlay and the Alhambra Avenue Overlay District;



## **Recommendation (continued)**

4. Waiving the reading and introducing the Ordinance approving a Zoning Map Amendment amending the zoning district for 32 parcels in the downtown for consistency with the General Plan 2035;
5. Adopting the Resolution approving an Addendum to the General Plan 2035 Environmental Impact Report.



## Questions?

- Additional questions from City Council?





# City of Martinez Cannabis Regulations Discussion

December 20, 2023





## Background

- City Council adopted Ordinance No. 1421 on April 3, 2019, establishing Cannabis regulations, which are outlined in Martinez Municipal Code Chapter 5.29
- The following types and number of “commercial cannabis” businesses are permitted in Martinez:
  - Dispensary/Retail Cannabis – maximum of two
  - Manufacturing – maximum of one
  - Distribution – maximum of one
  - Testing Laboratory – maximum of one
  - Non-Storefront Retail – maximum of one

# Cannabis Operating Permits



- Since adoption of the regulations, the City has selected and issued Commercial Cannabis Operating Permits (“CCOP”) to four cannabis operators:
  - Retail (2) – Velvet Cannabis and Embarc
  - Manufacturing (1) – Opposite Coast
  - Distribution (1) – Yerba Buena Logistics
  - Non-Storefront Retail (1) – Yerba Buena Logistics
- At this time, only the two retail operators remain in business.

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  - Non-Storefront Retail (1) – Yerba Buena Logistics
- ***At this time, only the two retail operators remain in business.***

# Tonight's Discussion



- Purpose of tonight's Cannabis discussion is to consider a number of policy revisions and administrative updates to the regulations, which, if approved, could be implemented in early 2024, including:
  - Site Security
  - Diversity-Equity-Inclusion (DEI) considerations
  - Billboard advertising prohibitions
  - Temporary cannabis event prohibitions
  - On-site health information posting requirements
  - On-site consumption prohibitions
  - Expanded buffer zone requirements
  - Delivery location restrictions/prohibitions & require delivery business to carry CCOP

# Site Security – State Requirements



- Storefront retailers are required to have security personnel on-site during all hours of operation.
- Security personnel must be at least 21 years old and be licensed by the Bureau of Security Investigative Services (BSIS).
- State regulations do not specify a minimum number of security personnel.
- State regulations are silent on whether security guards are allowed to be armed.
- These regulations do not apply to non-storefront retailers.
- **City Ordinance requires two on-site security personnel, 24/7.**

# Site Security Requirements – Survey Results



HdL conducted a recent survey which revealed that of 26 other jurisdictions that allow storefront retailers:

- One requires more than one guard
- Twenty-five (25) require only one security guard
- Three require guards on-site 24/7
- Twenty-three (23) require security guards only during hours of operation
- Three specifically allow security guards to be armed, two specifically prohibit security guards from being armed, and twenty-one (21) jurisdictions remain silent on this matter
- Finding: Martinez is the **only** jurisdiction requiring two guards on-site 24/7

# Site Security Requirements – Recommendation



- A more flexible approach representative of best practices would allow for the increasing or decreasing of the number and times for on-site security guards to be required
- The determination to ramp security up or down would be issued at the discretion of the City Manager and Chief of Police, and based upon various factors, such as:
  - Crime trends
  - Success of deterrent measures, such as target hardening, remote surveillance, and random patrols.



# Additional Cannabis Regulation Recommendations



- Diversity-Equity-Inclusion (DEI) considerations – require applicants to propose specific measures to address
- Billboard advertising prohibitions – on all new billboards in Martinez (on City property)
- Prohibit temporary cannabis events, which is the State default but could be called out explicitly
- Require posting of on-site health information
- Prohibit on-site consumption of cannabis products.

# Additional Cannabis Regulation Recommendations - continued



- Add a 600-foot buffer zone requirement from parks and playgrounds, in addition to the existing school buffer zone requirement
- Prohibit cannabis deliveries to parks, playgrounds, and transit centers.
- Require cannabis delivery businesses operating in Martinez to have a CCOP.
- Clean up item: Use the term “adult-use” rather than “commercial” or “recreational” cannabis, to distinguish from medicinal cannabis.



## **Recommendation**

Hold discussion and provide direction to staff regarding proposed changes to City's Cannabis regulations.



# City of Martinez City Council Meeting Legislative Platform

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December 20, 2023



## Background

- City is engaged in legislative advocacy efforts that are aimed at protecting and promoting Martinez's interests at the local, state, and federal levels
- Significant increase in bills being introduced in the State Legislature that potentially will impact cities' local control
- The Legislative Platform provides staff with direction and authorizes the Mayor, City Manager, or designee(s), on the City Council's behalf, to quickly respond in support of or opposition to bills and other legislative or gubernatorial actions in time-sensitive situations



## General Legislative Principles

- Advancing the City's adopted vision.
- Preserving or increasing local government discretion.
- Promoting or enhancing revenue sources.



## Public Policy Priorities

- General Administration
- Fiscal Sustainability
- Human Resources
- Land Use and Community Development
- Economic Development
- Housing
- Transportation
- Utilities and Infrastructure
- Public Safety
- Parks, Recreation, and Community Services
- Climate and Environment
- Technology and Cybersecurity





## Minor Edits

### D. Land Use and Community Development

2. Strengthens local regulatory authority and control over the siting of ~~medical~~ medicinal or ~~recreational~~ adult use cannabis uses.
3. Eliminates redundant, costly, and cumbersome mandates and restrictions required by the California Environmental Quality Act (“CEQA”) and the National Environmental Policy Act (“NEPA”).



## Recommendation

Adopt resolution approving the City of Martinez Legislative Platform.



## Questions?

- Additional questions from City Council?

# Martinez Refining Company Update

Martinez City Council Meeting  
December 20, 2023



- **Safe Harbor Statements**
- **Safety Update**
- **Recent Environmental Incidents**
  - November 29, 2023, Flaring Event
  - December 15, 2023, Flaring and Odors
  - December 17, 2023, Ground Flaring and Brush Fire
- **Understanding Flares**
- **Investing in Our Refinery**
- **Spent Catalyst Release Update**

# Safe Harbor Statements

This presentation contains forward-looking statements made by PBF Energy Inc. and PBF Logistics LP (together, the “Companies”, or “PBF” or “PBFX”) and their management teams. Such statements are based on current expectations, forecasts and projections, including, but not limited to, anticipated financial and operating results, plans, objectives, expectations and intentions that are not historical in nature. Forward-looking statements should not be read as a guarantee of future performance or results, and may not necessarily be accurate indications of the times at, or by which, such performance or results will be achieved. Forward-looking statements are based on information available at the time, and are subject to various risks and uncertainties that could cause the Companies’ actual performance or results to differ materially from those expressed in such statements.

Factors that could impact such differences include, but are not limited to, changes in general economic conditions; volatility of crude oil and other feedstock prices; fluctuations in the prices of refined products; the impact of disruptions to crude or feedstock supply to any of our refineries, including disruptions due to problems with third party logistics infrastructure; effects of litigation and government investigations; the timing and announcement of any potential acquisitions and subsequent impact of any future acquisitions on our capital structure, financial condition or results of operations; changes or proposed changes in laws or regulations or differing interpretations or enforcement thereof affecting our business or industry, including any lifting by the federal government of the restrictions on exporting U.S. crude oil; actions taken or non-performance by third parties, including suppliers, contractors, operators, transporters and customers; adequacy, availability and cost of capital; work stoppages or other labor interruptions; operating hazards, natural disasters, weather-related delays, casualty losses and other matters beyond our control; inability to complete capital expenditures, or construction projects that exceed anticipated or budgeted amounts; inability to successfully integrate acquired refineries or other acquired businesses or operations; effects of existing and future laws and governmental regulations, including environmental, health and safety regulations; and, various other factors.

Forward-looking statements reflect information, facts and circumstances only as of the date they are made. The Companies assume no responsibility or obligation to update forward-looking statements to reflect actual results, changes in assumptions or changes in other factors affecting forward-looking information after such date.

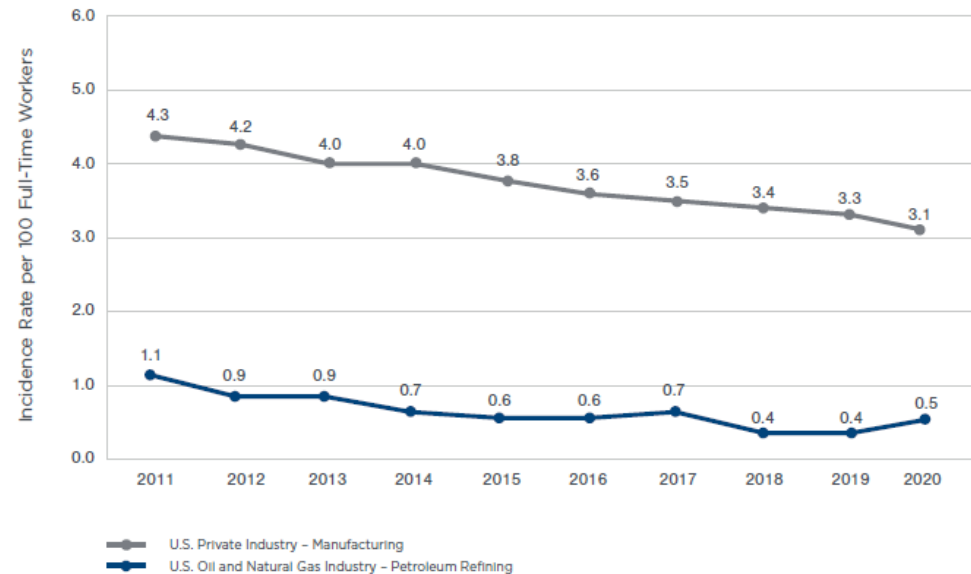
# Safety Update

- **Two categories of safety**
  - Personal Safety
    - Protect the individual worker
  - Process Safety
    - Focuses on equipment and procedures to keep the refinery running safely
- **Safety performance since last update**
  - Employee Recordable Injuries: 0
  - Contractor Recordable Injuries: 0
  - API Tier 1 Process Safety Events: 0
  - API Tier 2 Process Safety Events: 0

**Figure 3**

Petroleum Refining vs. Manufacturing (2011-2020)

Injuries and Illnesses Incidence Rates



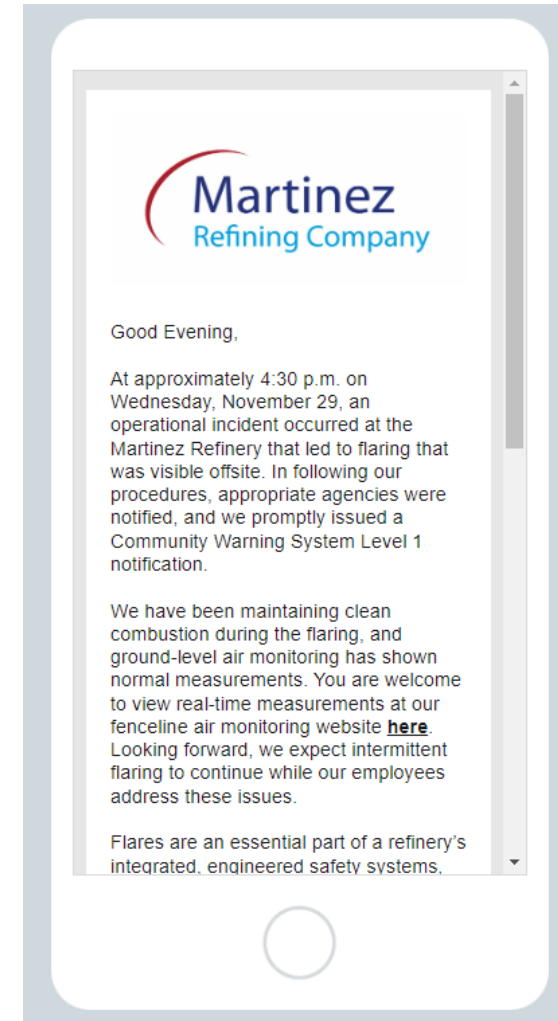
Source: American Petroleum Institute Workplace Safety Report (2011 – 2020)

- **MRC has been awarded the American Fuel & Petrochemical Manufacturers (AFPM) Safety Achievement Award in seven of the past eight years**



# Flaring Event: November 29, 2023

- **Air compressor shut down, causing loss of pressure in the refinery's instrument air system**
  - Led to issues with multiple refinery units and flaring
- **Flare systems worked as designed to safely combust excess, flammable gases while refinery operations recovered**
  - Flaring was visible and audible offsite; however:
    - Maintained clean combustion throughout; i.e., without any black smoke
    - No offsite health impact
- **Prompt communication with City and County**
  - Timely CWS notification and communication with the City
    - City rapidly issued a "Martinez Alert"
  - MRC shared information and links to our flare fact sheet and fenceline air monitoring website
    - Sign-up for MRC updates at [martinezrefiningcompany.com](https://martinezrefiningcompany.com)
- **All process units restarted safely**



*MRC community email as received on a cell phone*

# Flaring and Odors: December 15, 2023

- **Loss of our steam system led to refinery-wide disruptions**
  - Several units had to be shut down or reduced to minimum rates
    - We are in the process of bringing all process units back online safely
- **Flaring was audible, visible, and caused sulfur dioxide odors**
- **Despite odors, MRC fenceline and ground-level monitoring showed normal readings**
- **Air District deployed mobile monitoring van**
  - Air District Incident Report: *"At this time, no violations of the applicable Air District regulatory standards for SO<sub>2</sub> (Regulation 9 Rule 1) and H<sub>2</sub>S (Regulation 9 Rule 2) were observed."*
    - Report was issued on December 15, 2023
- **MRC real-time fenceline air monitoring website: [www.fenceline.org/martinez](http://www.fenceline.org/martinez)**

- **Intermittent flaring continued while we worked on re-starting equipment that had been shut down during the December 15, 2023, operating incident**
- **On December 17, 2023, during the re-start process our ground flare caused visible black smoke and a brush fire**
  - The brush fire was promptly contained and extinguished
- **We issued two Community Warning System notifications**
  - One for flaring and a second for the brush fire
  - The smoke observed offsite was primarily due to flaring

# Understanding Flares

- **Flares are an essential part of a refinery's integrated, engineered safety systems, designed to safely manage excess gases through efficient, effective combustion**
- **When refinery operations are interrupted, the refinery may experience a build-up of pressure, which is safely relieved through use of the flare**
  - Prevents releasing unprocessed, flammable material directly into the air
- **Flaring may cause an audible rumbling sound caused by mixing of vapors, air, and steam**
  - MRC's use of the flare is strictly regulated
- **Martinez Refinery has taken numerous steps to recover and reprocess excess materials to reduce flaring**
  - We keep our Flare Minimization Plan updated with the Bay Area Air Quality Management District
- **Download our Flare Fact Sheet**
  - [martinezrefiningcompany.com/about-flaring](https://martinezrefiningcompany.com/about-flaring)

### Understanding Flares

The use of the flare system is an integral part of the refining process. It keeps the refinery running safely during unplanned operational interruptions or scheduled maintenance activities.



**What Is a Flare?**  
A flare is an integral part of the refining process also used in other industrial operations across the world. They are key safety devices to ensure the safe disposal of excess, flammable gases. Martinez Refinery's use of the flare is strictly regulated by the Bay Area Air Quality Management District (BAAQMD), Contra Costa County Health Services Department, and the United States Environmental Protection Agency.

**Why Does the Refinery Flare?**  
The crude oil refining process generates gases that are transported throughout the refinery's process units via a piping system. Unexpected events that cause our operating equipment, such as pumps and compressors, to shut down can lead to flaring. Such events may include a power interruption, similar to momentary power losses in our home that cause electrical alarm clocks to blink. Flaring may also occur during certain maintenance activities, including startup or shutdown of units to ensure safe operations.

**How Do the Flares Work?**  
When operations are interrupted by an unplanned event or a planned maintenance activity, the refinery experiences a build-up of gases in its pipelines that results in an increased pressure in the lines. The pressure must be safely relieved through approved safety devices that are connected into the flare system. The flare prevents releasing unprocessed, flammable material directly into the environment. The excess gases are combined with steam and burned to produce water vapor and carbon dioxide. This system ensures maximum combustion of hydrocarbons while minimizing emissions into the air. A pilot light at the top of each flare burns continuously so the flare is always ready when needed.

**Are the Flares Safe?**  
Yes. Although flaring is necessary and an environmentally and technically sound safety measure, our refinery tries to minimize its use.

**What Is the Black Smoke?**  
Black smoke from the flare can occur when an insufficient amount of steam is available to help burn the hydrocarbons sent to the flare. Refinery personnel constantly watch the flare system via television monitors. If needed, they can adjust the steam flowing to the flare. In the rare instance of a sudden release of hydrocarbons to the system, there may be a delay in response before sufficient steam can be supplied to the burning process, and black smoke may be emitted.

**What Is the Rumbling Noise?**  
Occasionally, during flare activity, a rumbling sound much like far-off thunder, resonates from the system. The rumbling that may be heard is the result of the turbulent mixing of vapors, air and steam during the flaring process.

**Regulating Emissions**  
The BAAQMD strictly regulates emissions from the stacks and limits the density and duration of allowable smoke. Over time, the Martinez Refinery has taken a number of steps to recover and reprocess excess materials to lessen the flaring. However, when necessary, use of the flare system is still essential to the safe operation of the refinery.

**Our Commitment**  
We are committed to safe, reliable and environmentally responsible operations, and we are committed to minimizing flaring in our operations.

**REMEMBER—when you see the flares burning, be assured that their role is to keep the refinery operating safely.**

**FOR MORE INFORMATION** please call our weekday phone number (925) 313-3777 during regular working hours or our after-hours phone number (925) 313-3601.



# Upcoming Investment in Our Refinery

- **We will be investing more than \$70 Million in the refinery for maintenance projects**
  - Work will begin in January and end in mid-March
  - 600-plus Building Trades members will be employed to do the work
  - Projects are a major investment in our refinery
    - Invested more than \$250 Million in 2023
- **Related activities**
  - Potential for increased economic activity within the City
  - More vehicles during morning and evening rush
    - Marina Vista between I-680 and Shell Avenue
    - Pacheco Blvd between I-680 and Howe Road
  - Periodic noise
  - Minimal flaring
- **We have carefully planned this work to minimize impact to our neighbors**
  - Informational letters about the work will be mailed to our neighbors before we begin the projects



*MRC employees in the refinery*

# Spent Catalyst Release Update

- **We thoroughly investigated the incident and submitted our Root Cause Analysis report to Contra Costa Health (CCH) in February 2023**
  - CCH separately hired a firm to conduct an independent Root Cause Analysis
  - We are cooperating with this investigation and await the report
- **We are implementing 11 corrective actions resulting from our investigation**
  - Two equipment solutions
    - Automate control changes that had previously been manually operated to enhance their effectiveness
  - Six procedural solutions
    - Update procedures and alarms to provide additional instructions for MRC personnel to respond effectively to the type of process conditions that led to the incident
  - Three training solutions
    - Implement additional Operator training on steps to take to correct the process conditions that led to the release



*MRC employees in our refinery control room*

# Spent Catalyst Release Update

- **Communication**
  - Committed to making timely Community Warning System (CWS) notifications
  - Updated our response procedures to issue a CWS notification and conduct prompt community monitoring during opacity events
    - Will issue CWS notification even when the potential for a release into the community is unlikely
- **We continue to cooperate with all agencies investigating the incident, including:**
  - Contra Costa Health
  - Contra Costa County District Attorney
  - U.S. Department of Justice / U.S. Environmental Protection Agency
  - Bay Area Air Quality Management District



# Thank You

## Contact Information

- **Weekday Phone Number: 925-313-3777**
- **After-Hours Phone Number: 925-313-3601**
- [martinezrefiningcompany.com](https://www.martinezrefiningcompany.com)
  - Sign-up for our Newsletter
- **Facebook @MartinezRefiningCompany**
- **Claims Phone Number: 800-542-7113**



## Update on Refinery Incidents

The entire Martinez Refining Company (MRC) team sincerely apologizes to our community and neighbors for the series of incidents we have had and any inconvenience our operations may have caused you. This update provides an overview of what we have done in response to the incidents, which has been a primary focus for us.

**We thoroughly investigated the November 24, 2022, Spent Catalyst Release and subsequently implemented the following 11 corrective actions:**

- Two equipment solutions: We automated controls that had previously been manually operated to enhance their effectiveness.
- Six procedural solutions: Introduced updated procedures and alarms to provide additional instructions for MRC personnel to respond effectively to this type of process conditions that led to the incident.
- Three training solutions: Implemented additional Operator training on steps to take to correct the process conditions that led to the release.
- Communications: We have updated our response procedures to issue a Community Warning System (CWS) notification and conduct immediate community monitoring during opacity events, even when the potential for a release into the community is unlikely.

We continue cooperating with all government agencies investigating the release, while addressing impacted neighbors through our claims process.

**If you have a concern related to the spent catalyst release, please call our claims representative at 800-542-7113 and leave the following information:**

Full Name  
Complete Address  
Telephone Number  
Email Address

In addition, please describe the concern you would like to discuss, and our claims representative will return your call.

**Regrettably, we also had three coke dust incidents, which are summarized here:**

- July 11, 2023: We had an unexpected release from the Delayed Coking Unit (DCU) that lasted under one minute. The release occurred when hot coke was moved from a coke drum into a coke pit, where it contacted water, which created steam with coke dust that the wind carried into the residential area east of the refinery.
- July 22, 2023: We had a brief, unexpected release from the DCU that was contained on-site without any off-site impacts.
- October 6, 2023: We had a brief, unexpected release from the Fluidized Unit (FXU) when the FXU was opened for maintenance.

We continue to investigate and learn from these incidents and will implement appropriate corrective actions. We know we must earn the right to operate in the Martinez community and although we are disappointed these incidents occurred, we remain committed to safe, reliable, and environmentally responsible operations, as well as openly communicating with you and all our neighbors. ■



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Martinez, CA 94553  
www.martinezrefiningcompany.com  
925-313-3777  
After hours 925-313-3601  
Published and Edited by:  
MRC Community Relations  
Contributing Photographers:  
Kevin Moranay  
Sara Mowbray-Rubin

For more information about the refinery, our community partnerships, and job postings, we would like to invite you to check out our new MRC Website at [www.martinezrefiningcompany.com](https://www.martinezrefiningcompany.com). On the website's homepage you will have an opportunity to sign up for refinery email updates and feature on the website of our community newsletter, *Refinery Reflections*.



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Top photo: MRC at the Martinez track of 4th grade.  
Bottom photo: MRC sponsored Rowan Dobbins' 4th grade science project.

2

MRC's newsletter "Refinery Reflections"

# Martinez Refining Company LLC/PBF Energy Significant Events: 11/2022 to Present



#	Event	Date	CWS Level	Martinez Alert	Contra Costa Health	MRC Facebook	BAAQMD
1	Grass Fire & Unplanned Flaring	12/17/23	<a href="#">1</a>	Yes	<a href="#">Coming soon</a>	<a href="#">Post</a>	<a href="#">Incident Report</a>
2	SO2 Release & Unplanned Flaring	12/15/23	<a href="#">2</a>	Yes	<a href="#">72 Hr. Report</a>	<a href="#">Post, Post</a>	<a href="#">Incident Report</a>
3	Unplanned Flaring	11/29/23	<a href="#">1</a>	Yes	<a href="#">72 Hr. Report</a>	<a href="#">Post</a>	<a href="#">Incident Report</a>
4	Planned Flaring Period	11/06/23-11/14/23	N/A	Yes	N/A	<a href="#">Post</a>	N/A
5	Flaring	10/22/23	N/A	No	N/A	<a href="#">Post</a>	N/A
6	Petroleum Coke Dust Release	10/06/23	<a href="#">1</a>	Yes	<a href="#">72 Hr. Report</a>	<a href="#">Post</a>	N/A
7	Flaring	09/22/23	N/A	No	N/A	<a href="#">Post</a>	N/A
8	Flaring	08/21/23	N/A	Yes	N/A	<a href="#">Post</a>	N/A
9	Petroleum Coke Dust Release	07/11/23	<a href="#">1</a>	Yes	<a href="#">72 Hr. Report</a>	<a href="#">Post</a>	<a href="#">Incident Report</a>
10	Process Water Leak	06/07/23	<a href="#">1</a>	N/A	<a href="#">72 Hr. Report</a>	N/A	N/A
11	Flaring	05/08/23	N/A	N/A	N/A	<a href="#">Post</a>	N/A
12	Planned Flaring Period	03/03/23-03/08/23	N/A	N/A	N/A	<a href="#">Post</a>	N/A
13	Unit Fire	01/31/23	<a href="#">1</a>	N/A	<a href="#">72 Hr. , 30 Day Report</a>	<a href="#">Post</a>	<a href="#">Incident Report</a>
14	Flaring	01/18/23	N/A	N/A	N/A	<a href="#">Post</a>	N/A
15	MRC Wastewater Plant Offsite Odors	01/06/23	<a href="#">1</a>	N/A	<a href="#">72 Hour Report</a>	<a href="#">Post</a>	N/A
16	Planned Flaring Period	01/03/23-01/08/23	N/A	N/A	N/A	<a href="#">Post</a>	N/A
17	Flaring Due to Power Dip	12/22/22	N/A	N/A	N/A	<a href="#">Post</a>	N/A
18	SO2 Release <500 lbs. & Unplanned Flaring	12/09/22	<a href="#">1</a>	N/A	<a href="#">Incident Form</a>	<a href="#">Post</a>	<a href="#">Incident Report</a>
19	Spent Catalyst Release	11/24/22-11/25/22	Unreported	N/A	<a href="#">72 Hr. Report</a>	<a href="#">Post, Post</a>	<a href="#">Invest. Report. 29 NOVs</a>

# Martinez Refining Company LLC/PBF Energy Significant Events: 11/2022 to Present



## Data Sources:

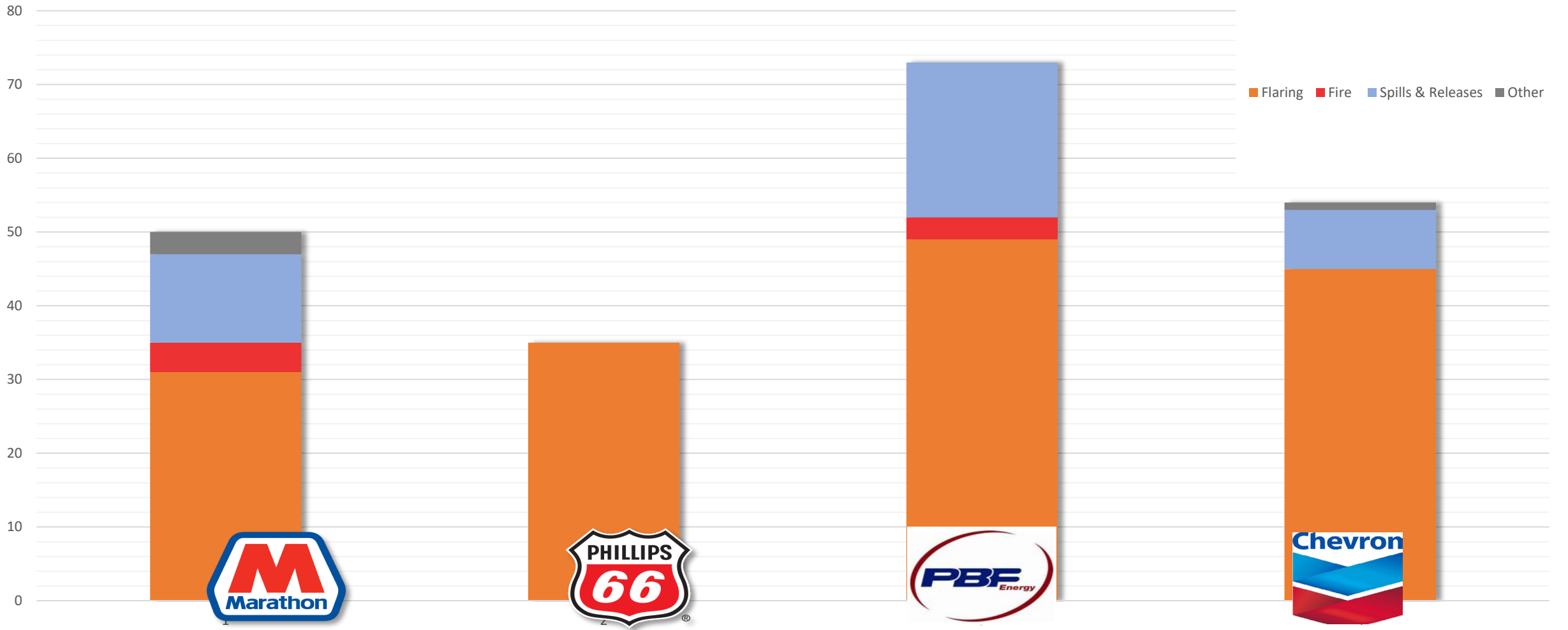
1. <https://www.cchealth.org/health-and-safety-information/hazmat-programs/hazmat-incident-response/search-incident-report>
2. <https://www.cchealth.org/health-and-safety-information/hazardous-materials/-arch-1>
3. <https://www.baaqmd.gov/about-air-quality/incidents-and-advisories>
4. <https://www.baaqmd.gov/rules-and-compliance/compliance-assistance/notices-of-violations/novs-issued>
5. [Rave911 \(Martinez Alerts\) Postings Log](#)
6. [Martinez Refining Company \(PBF Energy\) Facebook Page:](#)  
<https://www.facebook.com/MartinezRefiningCompany>

## Errata:

MRC = BAAQMD Facility No. A0011. [58 NOVs issued during 11/22 – to date](#), + additional for 12/15 & 12/17.

# CWS Notifications by Refinery

November 2022 - December 2023



Facility	Flaring	Fire	Spills & Releases	Other
Marathon	31	4	12	3
Phillips 66	35	0	0	0
MRC	49	3	21	0
Chevron	45	0	8	1

## Kat Galileo

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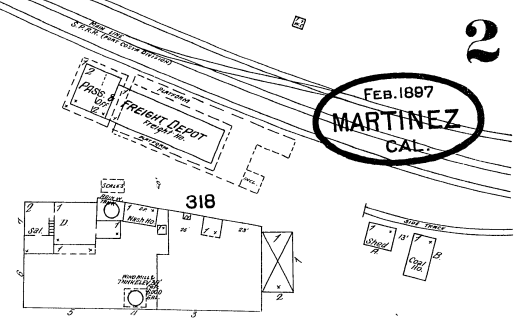
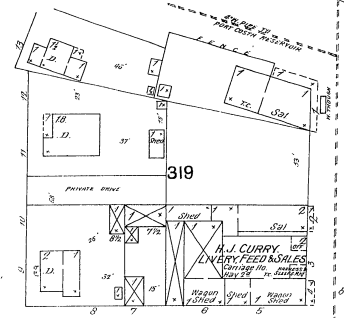
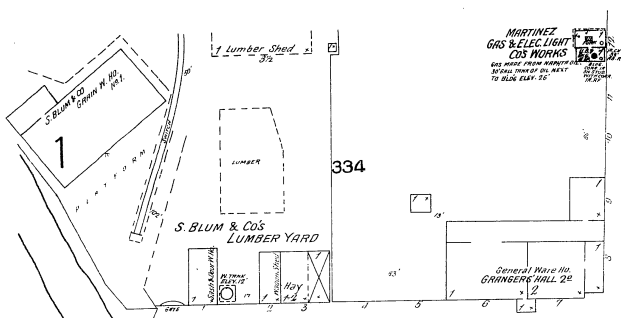
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**Sent:** Wednesday, December 20, 2023 11:19 AM  
**To:** Brianne Zorn; CityClerk; Mark Ross; Lauren Sugayan; Michael Chandler; smahli@cityofmartinez.org; Mark Ross; dutyplanner; Jay Howard  
**Subject:** Train Station comment one (sorry have to do it this way) of a few comments  
**Attachments:** Martinez+Feb.+1897,+Sheet+2.pdf; Martinez+Jan.+1908,+Sheet+1.pdf; Martinez+Jan.+1920-Mar.+1949,+Sheet+6.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

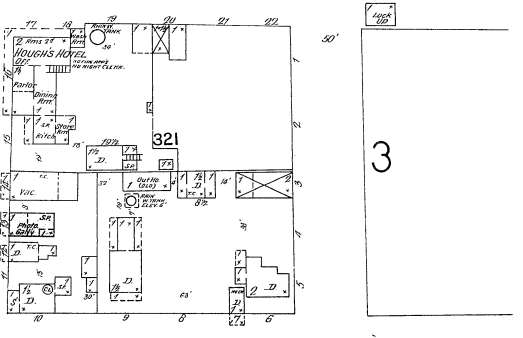
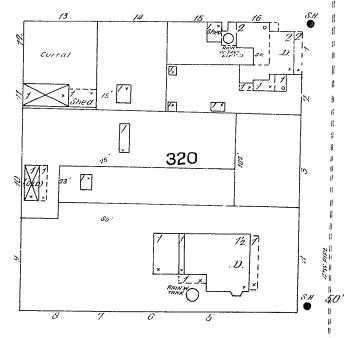
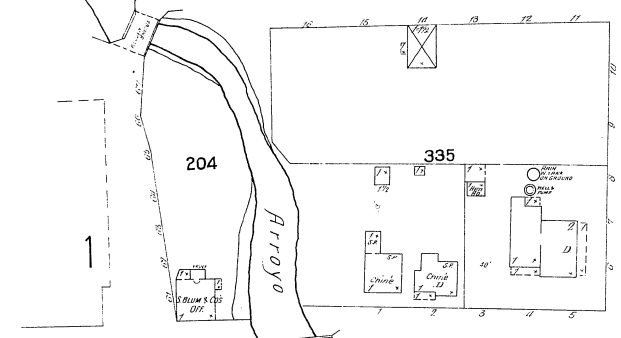
CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

attached, 1897, 1908, 1920 Sanborn maps. You will note sometime between 1908 and 1920 the building completely changes shape--as if the first one was demolished. It currently has asbestos shingles on it and the NWIC report shows that it was last constructed in 1982. It is not historic. After 3 evals it was found a 3S which is a Calif. pt. of historic interest, but it does not make the structure historic. There's a loop in the OHP that a community can call something historic, even if it does not meet OHP/NPS standards. But that does not mean that the rest of the world will recognize it as historic, i.e. grant writing. More documentation that explains this to come.

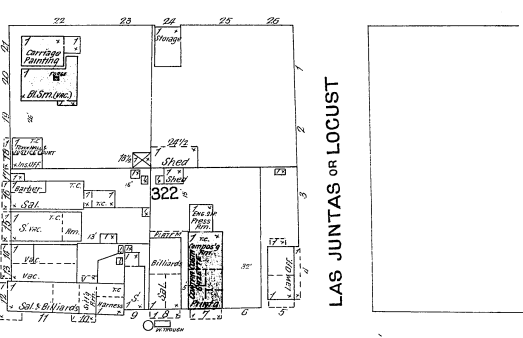
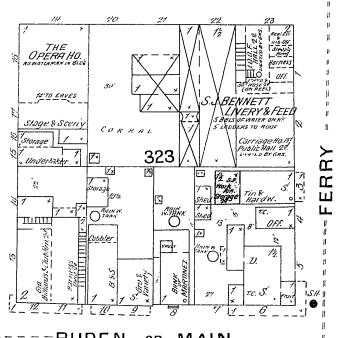
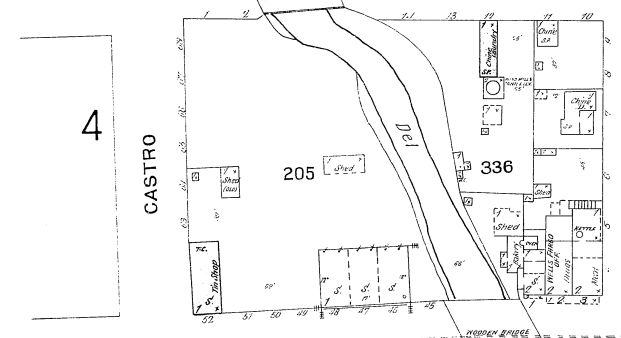
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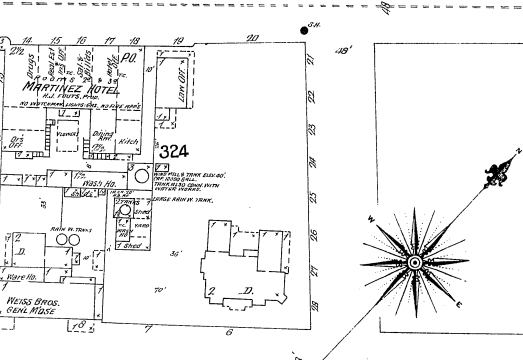
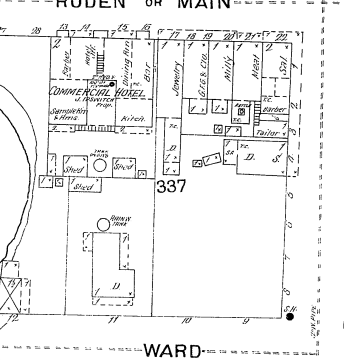
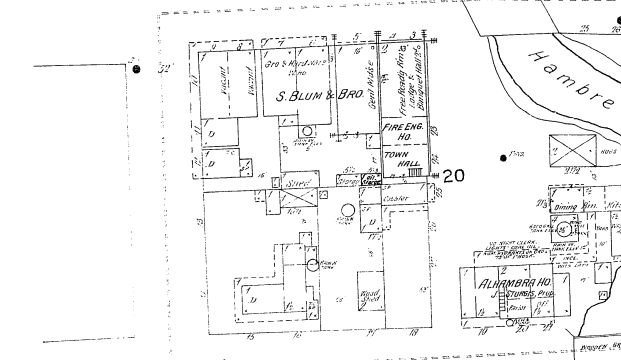
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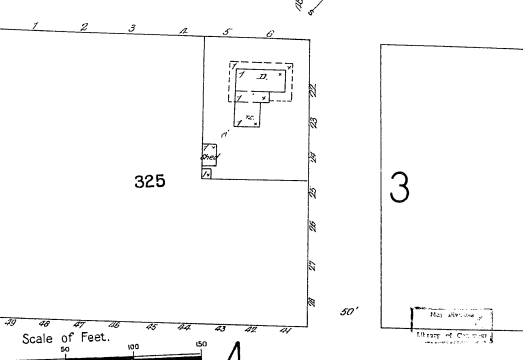
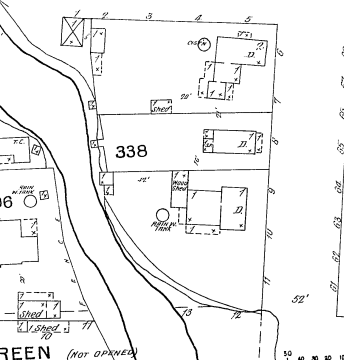
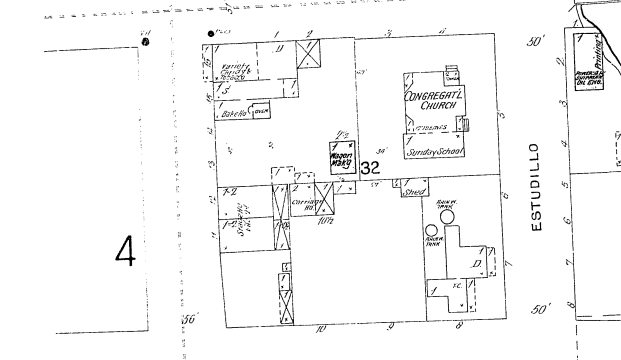
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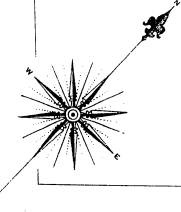
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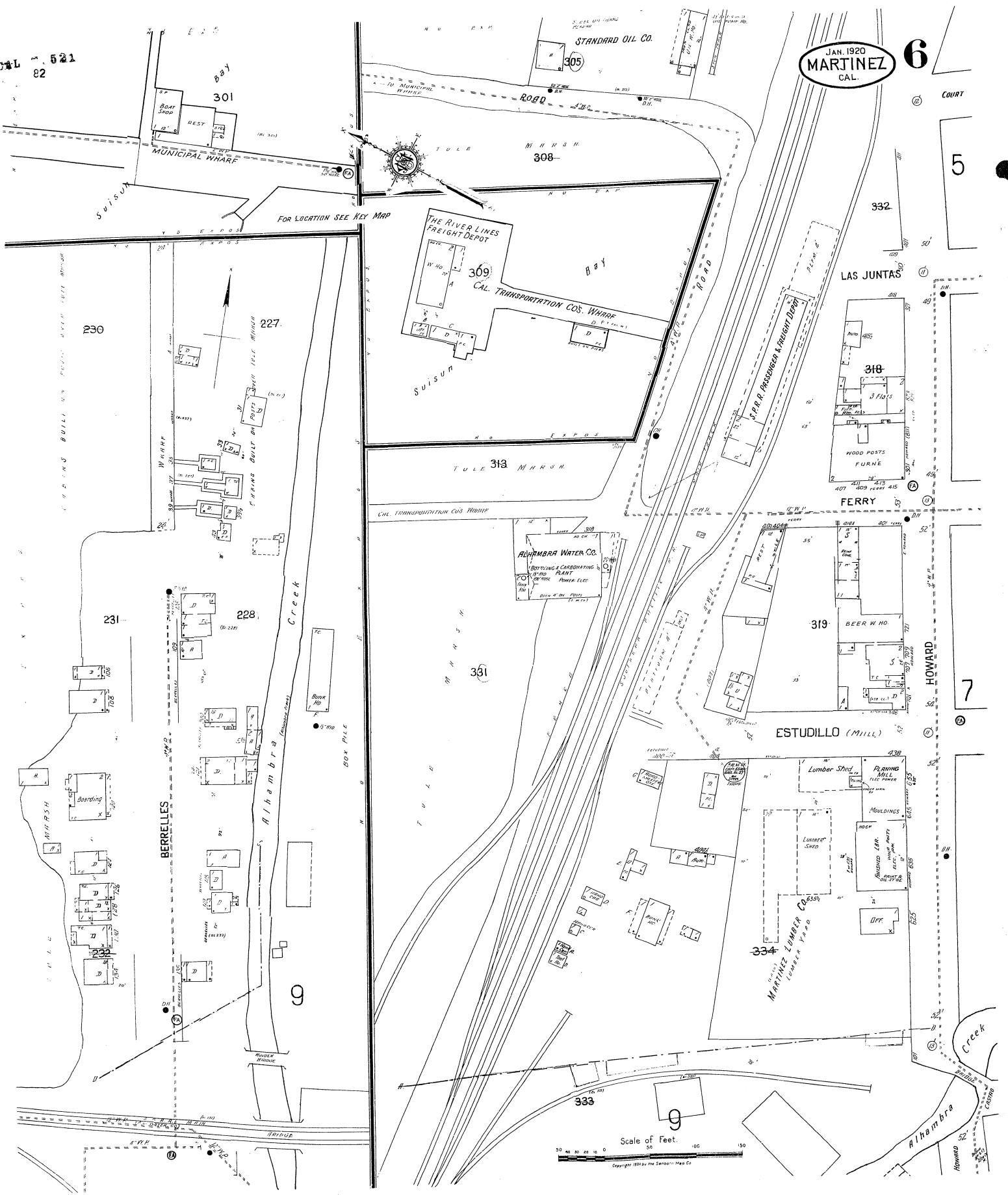
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CAL. **6**



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Lumber Yard

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HOWARD

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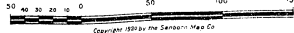
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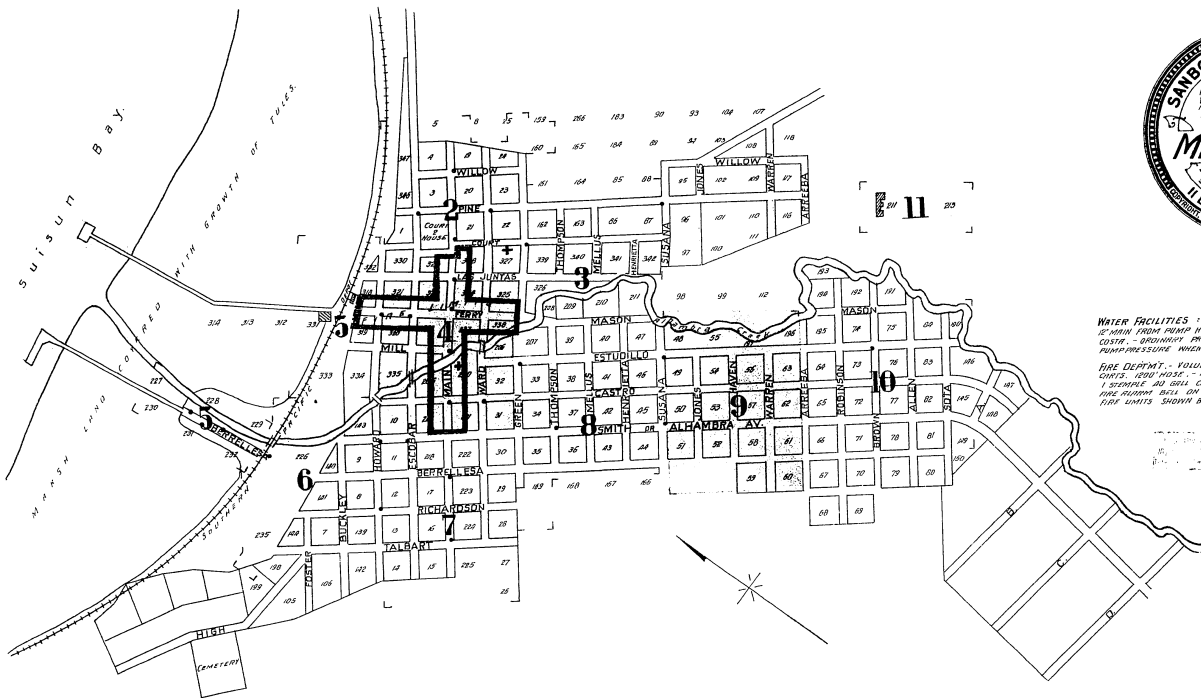
Scale of Feet.



Copyright 1920 by the Sanborn Map Co.



APR 23 1908  
1908

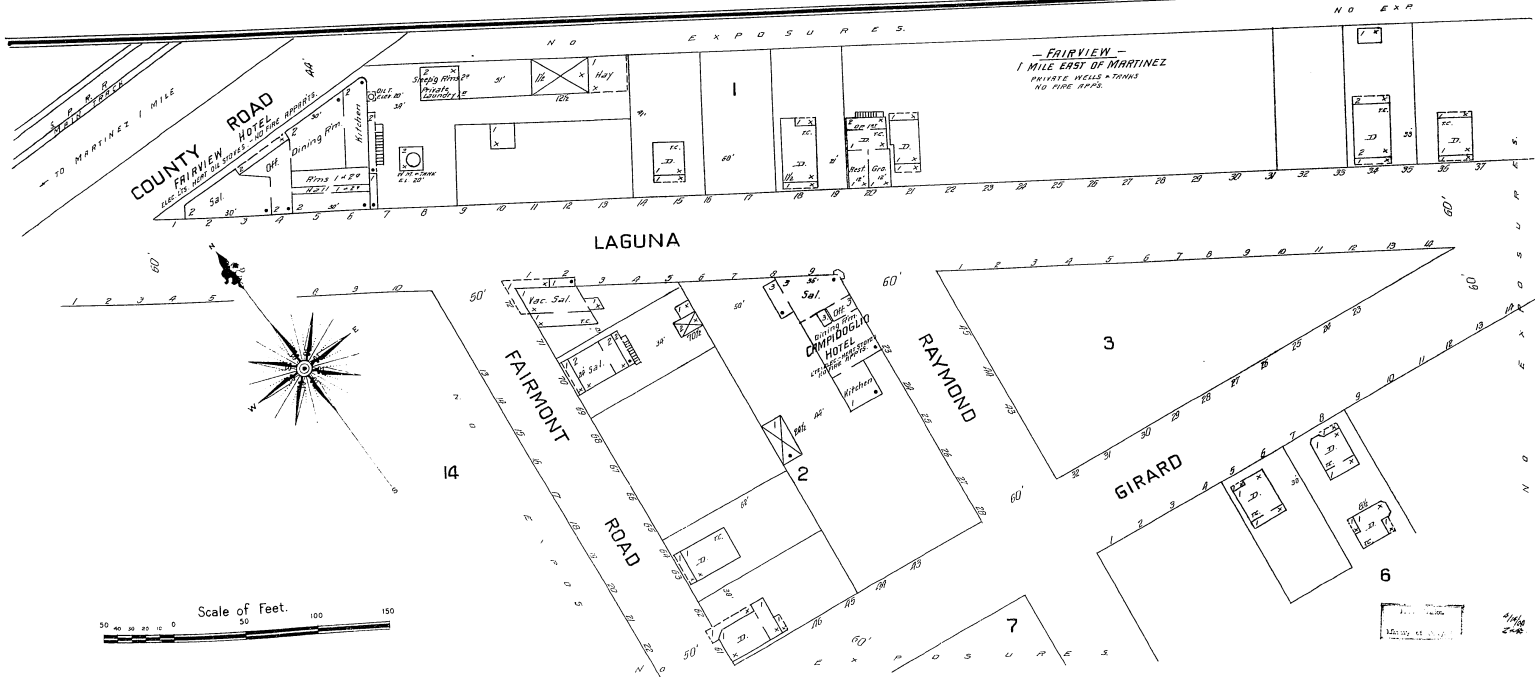


WATER FACILITIES: WATER FROM PORT CANTON WATER CO. 12" MAIN FROM PUMP NO. 10, AT CONCRETE TO WELLS FROM 40 FEET. COST: - BRONZEWORK PRESSURE 40 LBS. - GRAVITY PRESSURE 35 LBS. PUMP PRESSURE WHEN GATE IS CLOSED 60 LBS. - 20 MILES.

KEY table with symbols for roof types, building materials, and street names.

# INDEX.

INDEX table listing streets (A, B, C, H, E, J, L, M, W, P, R, S) and buildings (D, E, F, H, L, M, P, R, S) with their corresponding sheet numbers.





## Kat Galileo

---

**From:** Kristin Henderson <hendersonkristin@hotmail.com>  
**Sent:** Wednesday, December 20, 2023 11:24 AM  
**To:** Brianne Zorn; Michael Chandler; Lauren Sugayan; ssmalihi@cityofmartinez.org; Jay Howard; dutyplanner; Debbie McKillop; CityClerk; Mark Ross  
**Subject:** Comment 2: NWIC report attached. See line 1225  
**Attachments:** Contra Costa.csv

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

**From:** Northwest Information Center <nwic@sonoma.edu>  
**Sent:** Friday, May 29, 2020 1:51 PM  
**To:** Kristin Henderson <hendersonkristin@hotmail.com>  
**Subject:** Re: Hi, looking for most recent NWIC report for Contra Costa County

Kristin,  
Are you referring to the Historic properties directory? The OHPs BERD directory is what we reference now in regards to the OHP. I have included the Contra Costa County list below. If you are referring to something else please let me know, I am happy to help.

Thank you,  
Emily Dankowski  
Northwest Information Center  
[150 Professional Center Dr. Suite E](#)  
[Rohnert Park, CA 94928](#)

Phone: 707.588.8455  
Email: [nwic@sonoma.edu](mailto:nwic@sonoma.edu)  
Emergency Contact: Bryan Much, Coordinator 707.332.1117

On Fri, May 29, 2020 at 1:41 PM Kristin Henderson <[hendersonkristin@hotmail.com](mailto:hendersonkristin@hotmail.com)> wrote:

Last time I inquired was 2017 and there was a problem with CHRIS receiving updates from OHP and wherever. Is this a continuing problem? If not, I would like the most recent list for all of Contra Costa County. Thanks.

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	542856	155538
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	524783	173587
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	518250	180260
	518214	180261
	518251	180262
	518064	180263
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	518066	180265
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	514650	184014

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07-001395	475258	74489
07-001207	417924	15159

07-001545	476251	76036
07-001552	476338	76152
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07-001158	413521	10698
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	677345	

Name

EDS-02

CCC Lateral 9.1

Winter Island Central Drainage Ditch

Price Creek Road

Winter Island Perimeter Levee

Italian Sloguh, Middle River and West Canal Levee

Winter Island Barn

Antioch Fish Release Facility

Burroughs Bros. Dairy

Contra Costa Canal | 28C0376

FIRST GRAFTED WALNUT TREE

PACIFIC BELL WIRELESS SITE #PL-222-04

ALAMO SCHOOL

BRIDGE #28-0105

BRIDGE #28-0099

LOS MEDANOS WASTEWAY AND CULVERT

BRIDGE #28-0265K

BRIDGE #28-0098

CABLE

METAL TROUGH

SPRING BOX

SULLENGER RANCH COMPLEX CCO-681H

STRUCTURE 1-SULLENGER RANCH HOUSE

STRUCTURE 2: COLLAPSED SHED

STRUCTURE 3: GARAGE

STRUCTURE 4: COLLAPSED BARN

STRUCTURE 5: BLACKSMITH SHOP

STRUCTURE 6: FORMER PRIVY

STRUCTURE 7: WHITE HOUSE

BLACK DIAMOND HISTORIC DISTRICT

GRANGE HALL, ANTIOCH LUMBER COMPANY OFFIC

DONLON HOME

BUILDING ACQUISITION

TEMPLO SANTO OPEN BIBLE CHURCH

STAMM HOUSE

BEEDE HOUSE

Orbit Pipeline Segment

Pinecrest Apartments

2518-2520

BUILDING REHABILITATION

602-604

616-618

REMFREE HOUSE

EQUIPMENT PURCHASE  
ANTIOCH HISTORICAL CENTER, ANTIOCH BRANCH LIBRARY

BRIDGE #28-0097  
JOHN MARSH ELEMENTARY SCHOOL

CASINO THEATER  
PIONEER HOSPITAL

SHANNON--WILLIAMSON RANCH

Contra Costa Canal | 28C0201  
BLACK DIAMOND MINES, BLACK DIAMOND MINES REGNL PR



JUBILEE CHRISTIAN CENTER

HARD, ROSWELL BUTLER, HOUSE  
ROSEWELL BUTLER HARD HOUSE  
FENCE  
CISTERN  
AT&SF RR Dpot  
Terrace Glen Apartments

BAKER HARDWARE AND PAINT STORE

MULHARE HOUSE  
JOSLIN HOME  
EQUIPMENT PURCHASE  
ANTIOCH CITY HALL  
ANTIOCH IOOF HALL  
STC FISH PRODUCTS #56  
RIVERVIEW UNION HIGH SCHOOL BUILDING  
HARKINSON HOUSE

JUDGE HARTLEY HOUSE, CHARLES MARSH HOUSE

FIRST CONGREGATIONAL CHURCH  
COX HOUSE  
BROWN HOUSE  
McKELLIPS HOUSE

WILLS RANCH

312-316  
326-328  
330-332

Crown Zellerbach Wharf

Pittsburg Pacifica

BETHEL ISLAND LEVEE  
BETHEL ISLAND BRIDGE 28C-0031

MARINE EMPORIUM SHIP STORE  
RESIDENCE

HOTCHKISS TRACT LEVEE

BRIDGEFORD HOUSE

Marsh Creek Watershed Channels  
JEWETT HOUSE

LIBERTY UNION HIGH SCHOOL ALTERNATIVE EDUCATION CE

IRON HOUSE SCHOOL

GEDDES HOUSE

JUDGE WALLACES CHAMBERS

MURPHY HOUSE

WALLACE HOME

AT&SF RR

VICTORIA CANAL

COATS HALL

BRENTWOOD WWTP SECONDARY CLARIFIER

IRRIGATION CANAL

VWR-2 HISTORICAL-PERIOD FENCE AND ROLL OF MESH WIR

VWR-5 MILLED WOOD FENCE POSTS

VWR-6 HISTORICAL-PERIOD CONCRETE PUMP HOUSE

VWR-7 CONCENTRATION OF DOWNED MILLED WOOD FENCE PO

VWR-8 135 FT LONG HISTORICAL-PERIOD FENCE

MCCABE HOUSE

FRY HOUSE

BYERS HOUSE

BYRON HOT SPRINGS HOTEL

SEGMENT OF THE UNION PACIFIC RAILROAD

BYRON METHODIST CHURCH

BYRON METHODIST CHURCH PARISH HOUSE

Christensen Road Bridge

TRACY PUMPING PLANT

DELTA MENDOTA CANAL SPOILS PILES

BYRON IOOF HALL

MARSH, JOHN, HOUSE

COWELL RANCH

PRESTON HOME

Nuns and Rhoda Garage

CLAYTON VINEYARDS

KELLER RANCH

CLAYTON HOTEL, PIONEER INN

THE GROWLER SALOON, LA COCOTTE RESTAURANT

MOUNT DIABLO WINERY

EASLEY HOME

MORGAN TERRITORY RD SEGMENTS

MORGAN TERRITORY RD BRIDGES 4.30 & 4.40

JOEL CLAYTON HOME

CLAYTON COMMUNITY HALL

CLYDE COMMUNITY CENTER

Building E-112 Winch Trainer Electrical Building

BUILDING 211, USN WEAPONS STATION DETACHMENT

BUILDING 212, USN WEAPONS STATION DETACHMENT

BUILDING 213, USN WEAPONS STATION DETACHMENT

BUILDING 177, AMMO TRANSFER FAC, USN WPN STA SEAL

BUILDING 263, BREAKDOWN CELL, USN WPN STA SEAL BEA

BLDG 81 WEAPONS MAINTENANCE, USN WEAPON STATION SE

BLDG 82 WEAPONS MAINTENANCE, USN WEAPON STATION SE

BUILDING #83, LUNCH, LOCKER, BOILER ROOM, USNWPNST

BUILDING #84, CONTAINER SHED, USN WPN STA SEAL BEA

BUILDING #85, PUMP HOUSE, USN WPN STA SEAL BEACH D

BUILDING #86, EMER GENERATOR, USN WPN STA SEAL BEA

BUILDING #87, INERT STORAGE AND PROCESSING, USNWPN

BUILDING #88, VEHICLE STORAGE SHED, USNWPNSTASB DE

BUILDING #89, PUMP HOUSE, USN WPN STA SEAL BEACH D

BUILDING #97, WARHEAD ASSEMBLY, USN WPN STA SEAL B

BUILDING #98, WARHEAD ASSEMBLY, USN WPN STA SEAL B

BUILDING 151, WARHEAD ASSEMBLY, USN WPN STA SEAL B

BUILDING #422

BUILDING #428

MINE SHAFT, USN WPN STA SEAL BEACH DETACHMENT

BUILDING #401

BUILDING #402

BUILDING #403

BUILDING #404

BUILDING #412

BUILDING #413

BUILDING #414  
BUILDING #415  
BUILDING 109, MISC TIDAL OPS, USN WPN STA SEAL BEA  
BUILDING 171, MISC TIDAL OPS, USN WPN STA SEAL BEA  
UNNUMBERED BUILDING #1, MISC TIDAL OPS, USNWPNSTAS  
UNNUMBERED BUILDING #2, MISC TIDAL OPS, USNWPNSTAS  
BUILDING 154, MAIN ENTRANCE SIGN, USN WPN STA SEAL  
BUILDING 164, MISSILE, USN WPN STA SEAL BEACH DETA  
BUILDING 255, FLAGPOLE, USN WPN STA SEAL BEACH DET  
BUILDING 258, OLD PARROT GUN, USN WPN STA SEAL BEA  
BUILDING 287, MISSILE, USN WPN STA SEAL BEACH DETA  
BUILDING 111, TUG OFFICE, CHECKER'S SHED, USNWPNST  
BUILDING 123, MOORINGS, USN WPN STA SEAL BEACH DET  
BUILDING 172, MOORINGS, USN WPN STA SEAL BEACH DET  
BUILDING 173, MOORINGS, USN WPN STA SEAL BEACH DET  
BUILDING 124, WEST LIGHTER MOORING, USNWPNSTASB DE  
BUILDING 125, TUG BASIN WHARF, USN WPN STA SEAL BE  
BUILDING 126, BARGE PIER, USN WPN STA SEAL BEACH D  
BUILDING 127, EAST LIGHTER MOORING, USNWPNSTASB DE  
BUILDING 267, BUTLER BUILDING, USN WPN STA SEAL BE  
BUILDING 268, BUTLER BUILDINGS, USN WPN STA SEAL B  
BUILDING 152, GYMNASIUM, USN WPN STA SEAL BEACH DE  
BUILDING #435  
BUILDING 155, SNACK STAND, USN WPN STA SEAL BEACH  
BUILDING 190, BATHHOUSE, USN WPN STA SEAL BEACH DE  
BUILDING 256, WOOD SHOP, USN WPN STA SEAL BEACH DE  
BUILDING 264, RECREATIONAL GEAR ISSUE, USNWPNSTASB  
BUILDING IA45, PUMP HOUSE, OLD AIRPORT AREA, USNWP  
BUILDING IA56, APPLIED INSTRUCTION BUILDING, USNWP  
UNNUMBERED BUILDING 1, OLD AIRPORT AREA, USN WPNST  
UNNUMBERED BUILDING 2, OLD AIRPORT AREA, USN WPNST  
BUILDING 185, BEQ AND ADMINISTRATION, USN WPNSTASB  
BUILDING 186, BEQ AND ADMINISTRATION, USN WPNSTASB  
BUILDING 187, BEQ AND ADMINISTRATION, USN WPNSTASB  
BUILDING 271, TROOP HOUSING STORAGE, USN WPNSTASB  
UNNUMBERED GAZEBO, OLD BEQ, USN WPN STA SEAL BEACH  
BUILDING 122, OPEN SCRAP METAL STORAGE YARD, USNWP  
BUILDING 102, CHANGE  
BUILDING 105, CHANGE  
BUILDING 160, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING #104  
BUILDING 128, PIER 2, USN WPN STA SEAL BEACH DETAC  
BUILDING #407  
BUILDING #410  
BUILDING #411  
BUILDING 116, PUBLIC WORKS, USN WPN STA SEAL BEACH  
BUILDING 150, PUBLIC WORKS, USN WPN STA SEAL BEACH

BUILDING 262, PUBLIC WORKS, USN WPN STA SEAL BEACH  
BUILDING IA38, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA43, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA48, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA49, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA51, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA52, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING 279, GUARD TOWER, Q AREA, USN WPNSTASB DE  
BUILDING 280, GUARD TOWER, Q AREA, USN WPNSTASB DE  
BUILDING 350, MAINTENANCE  
BUILDING 351, Q AREA, USN WPN STA SEAL BEACH DET  
BUILDING 352, Q AREA, USN WPN STA SEAL BEACH DET  
BUILDING #353, 8BCX-1, Q AREA, USN WPN STA SEAL BE  
BUILDING #354, 8BCX-2, Q AREA, USN WPN STA SEAL BE  
BUILDING #355, 8BCX-3, Q AREA, USN WPN STA SEAL BE  
BUILDING #356, 8BCX-4, Q AREA, USN WPN STA SEAL BE  
BUILDING #357, 8BCX-5, Q AREA, USN WPN STA SEAL BE  
BUILDING #358, 8BCX-6, Q AREA, USN WPN STA SEAL BE  
BUILDING #359, 8BCX-7, Q AREA, USN WPN STA SEAL BE  
BUILDING #360, 8BCX-8, Q AREA, USN WPN STA SEAL BE  
BUILDING #361, 8BCX-9, Q AREA, USN WPN STA SEAL BE  
BUILDING #362, 8BCX-10, Q AREA, USM WPN STA SEAL B  
BUILDING #363, 8BCX-11, Q AREA, USN WPN STA SEAL B  
BUILDING #364, 8BCX-12, Q AREA, USN WPN STA SEAL B  
BUILDING #365, 8BCX-13, Q AREA, USN WPN STA SEAL B  
BUILDING #366, 8BCX-14, Q AREA, USN WPN STA SEAL B  
BUILDING #367, 8BCX-15, Q AREA, USN WPN STA SEAL B  
BUILDING #368, 8BCX-16, Q AREA, USN WPN STA SEAL B  
BUILDING #369, 8BCX-17, Q AREA, USN WPN STA SEAL B  
BUILDING #370, 8BCX-18, Q AREA, USN WPN STA SEAL B  
BUILDING #371, 8BCX-19, Q AREA, USN WPN STA SEAL B  
BUILDING #372, 8BCX-20, Q AREA, USN WPN STA SEAL B  
BUILDING #373, 8BCX-21, Q AREA, USN WPN STA SEAL B  
BUILDING #374, 8BCX-22, Q AREA, USN WPN STA SEAL B  
BUILDING #375, 8BCX-23, Q AREA, USN WPN STA SEAL B  
BUILDING #376, 8BCX-24, Q AREA, USN WPN STA SEAL B  
BUILDING #377, 8BCX-25, Q AREA, USN WPN STA SEAL B  
BUILDING #378, 8BCX-26, Q AREA, USN WPN STA SEAL B  
BUILDING #379, 8BCX-27, Q AREA, USN WPN STA SEAL B  
BUILDING #380, 8BCX-28, Q AREA, USN WPN STA SEAL B  
BUILDING #381  
BUILDING #382  
BUILDING #383  
BUILDING #384  
BUILDING #385  
BUILDING #386  
BUILDING #387

BUILDING #388  
BUILDING #389  
BUILDING #390  
BUILDING #391  
BUILDING #392  
BUILDING #393  
BUILDING 399, Q AREA, USN WPN STA SEAL BEACH DET  
BUILDING 107, RAILROAD TRESTLE, USN WPN STA SEAL B  
BUILDING C3, EARTH BERM, USN WPN STA SEAL BEACH DE  
BUILDING C3a, EARTH BERM, USN WPN STA SEAL BEACH D  
BUILDING 176, USN WPN STA SEAL BEACH DETACHMENT  
LOCOMOTIVE STEAM CLEANING FACILITY, USN WPNSTASB D  
NAVY RAIL SYSTEM, USN WPN STA SEAL BEACH DETACHMEN  
BUILDING #99, GUARD HOUSE, TIDAL AREA, USN WPNSTAS  
BUILDING 251, GUARD TOWER, TIDAL AREA, USN WPNSTAS  
BUILDING 273, SENTRY POST, USN WPN SEAL BEACH DETA  
BUILDING 275, SENTRY POST, USN WPN STA SEAL BEACH  
BUILDING #400  
BUILDING A32, GATE HOUSE, USN WPN STA SEAL BEACH D  
BUILDING IA2, POLICE STATION, USN WPN STA SEAL BEA  
BUILDING IA33, GUARD TOWER, USN WPN STA SEAL BEACH  
BUILDING 131, WATER STORAGE TANK, USN WPN STA SEAL  
BUILDING 132, WATER STORAGE TANK, USN WPN STA SEAL  
BUILDING IT1, WATER STORAGE TANK, USN WPN STA SEAL  
BUILDING IT2, WATER STORAGE TANK, USN WPN STA SEAL  
BUILDING IT4, WATER STORAGE TANK, USN WPN STA SEAL  
BUILDING 174, ELECTRICAL SUBSTATION, USN WPNSTASB  
BUILDING 178, GASOLINE SERVICE STATION, USN WPNSTA  
CORRAL STRUCTURE (NAVAL WEAPONS STATION)  
BUILDING GA99 (6PC6), USN WPN STA SEAL BEACH DETAC  
BUILDING GA100 (6PC22), USN WPN STA SEAL BEACH DET  
BUILDING GA101 (6PC39), USN WPN STA SEAL BEACH DET  
BUILDING GA102 (6PC40), USN WPN STA SEAL BEACH DET  
BUILDING GA103 (6PC41), USN WPN STA SEAL BEACH DET  
BUILDING GA104 (6PC58), USN WPN STA SEAL BEACH DET  
BUILDING GA105 (6PC59), USN WPN STA SEAL BEACH DET  
BUILDING GA106 (6PC60), USN WPN STA SEAL BEACH DET  
BUILDING GA107 (6PC77), USN WPN STA SEAL BEACH DET  
BUILDING GA108 (6PC78), USN WPN STA SEAL BEACH DET  
BUILDING GA109 (6PC79), USN WPN STA SEAL BEACH DET  
BUILDING GA110 (6PC80), USN WPN STA SEAL BEACH DET  
BUILDING GA111 (6PC81), USN WPN STA SEAL BEACH DET  
BUILDING GA112 (6PC97), USN WPN STA SEAL BEACH DET  
BUILDING GA113 (6PC98), USN WPN STA SEAL BEACH DET  
BUILDING GA114 (6PC99), USN WPN STA SEAL BEACH DET  
BUILDING GA115 (6PC100), USN WPN STA SEAL BEACH DE  
BUILDING GA116 (6PC101), USN WPN STA SEAL BEACH DE



BUILDING IS10 (7SM10), USN WPN STA SEAL BEACH DETA  
BUILDING IS11 (7SM11), USN WPN STA SEAL BEACH DETA  
BUILDING IS12 (7SM12), USN WPN STA SEAL BEACH DETA  
BUILDING IS13 (7SM13), USN WPN STA SEAL BEACH DETA  
BUILDING IS14 (7SM14), ORDNANCE SKILLS TRAIN FAC,  
BUILDING 193, AUTO HOBBY SHOP, USN WPN STA SEAL BE  
BAUMHEFNER RESIDENCE  
BUILDING FD11, 3FT AREA, USN WPN STA SEAL BEACH DE  
BUILDING #FD12  
BUILDING FD13, 3FT AREA, USN WPN STA SEAL BEACH DE  
BUILDING GA94 (6PC1), USN WEAPONS STATION SEAL BEA  
BUILDING GA95 (6PC2), USN WPN STA SEAL BEACH DETAC  
BUILDING GA96 (6PC3), USN WPN STA SEAL BEACH DETAC  
BUILDING GA97 (6PC4), USN WPN STA SEAL BEACH DETAC  
BUILDING GA98 (6PC5), USN WPN STA SEAL BEACH DETAC  
BUILDING 291, USN WPN STA SEAL BEACH DETACHMENT  
BUILDING 292, USN WPN STA SEAL BEACH DETACHMENT  
BUILDING 209, USN WEAPONS STATION DETACHMENT  
BUILDING 245A, BACHELOR OFFICERS QUARTERS, USNWPNS  
BUILDING 245B, BACHELOR OFFICER QUARTERS, USNWPNS  
BUILDING 245C, BACHELOR OFFICERS QUARTERS, USNWPNS  
BUILDING 245D, BACHELOR OFFICERS QUARTERS, USNWPNS  
BUILDING 245E, BACHELOR OFFICERS QUARTERS, USNWPNS  
BUILDING 245F, BACHELOR OFFICERS QUARTERS, USNWPNS  
BUILDING 244, GARAGE  
BUILDING 139, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 140, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 141, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 142, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 143, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 144, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 145, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 146, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 147, DETACHED GARAGE, USN WPN STA SEAL BE  
BUILDING 201, OFFICERS RESIDENCE, USN WPN STA SEAL  
BUILDING 202, OFFICERS RESIDENCE, USN WPN STA SEAL  
BUILDING 246, OFFICERS RESIDENCE, USN WPN STA SEAL  
BUILDING 249, OFFICERS RESIDENCE, USN WPN STA SEAL  
DON SALVIO PACHECO ADOBE

GALINDO, DON FRANCISCO, HOUSE

MALTBY HOUSE

E-61, Old Mess Hall  
Building E-100, Jolly Roger Winch Trainer  
BUILDING E112, ELECTRICAL DISTRIBUTION, USN WPNSTA

Olive Dr and Claycord Ave Sidewalk ramp

Good Shepherd Evangelical Lutheran Church  
REHABILITATION HOUSING FOR INDEPENDENT PEOPLE

BUILDING 335, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 337, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 339, USN WEAPONS STATION SEAL BEACH DETAC  
T-Mobile BA01200A (Concord-Pacific Bell)

BEEBE HOUSE

Meadow Pine Ct and Concord Blvd Sidewalk ramp  
Margurita Ct and Concord Blvd Sidewalk ramp  
Ayers Rd and Concord Blvd Sidewalk ramp  
Mariposa Ct and Concord Blvd Sidewalk ramp  
Yvonne Dr and Concord Blvd Sidewalk ramp

Operations Bridge over Galindo Creek | 13-SCAO-107

BUILDING IA37, PUBLIC WORKS, USN WPN STA SEAL BEAC  
BUILDING IA46, PUBLIC WORKS, USN WPN STA SEAL BEAC

BUILDING A29, LUMBER STORAGE SHED, USN WPNSTASB DE

PACIFIC GAS AND ELECTRIC CONCORD SERVICE YARD

BUILDING 265, BOAT STORAGE ISSUE, USN WPN STA SEAL  
A. W. MALTBY HOUSE

BUILDING 303, USN WEAPONS STATION DETACHMENT  
BUILDING 305, USN WEAPONS STATION DETACHMENT  
BUILDING 307, USN WEAPONS STATION DETACHMENT  
BUILDING 309, USN WEAPONS STATION DETACHMENT  
Dena Dr and Esperanza Dr and sidewalk ramp  
Huron Dr and Esperanza Dr Sidewalk ramp

IVEY HOUSE  
BIBBER HOUSE  
KABLE HOUSE  
QUEEN OF ALL SAINTS CHURCH  
PACHECO, DON FERNANDO, ADOBE  
BUILDING ACQUISITION & REHABILITATION  
VEHICULAR TUNNEL, WESTBOUND, USN WPN STA SEAL BEAC  
VEHICULAR TUNNEL, EASTBOUND, USN WPN STA SEAL BEAC  
BLDG 168, COMPUTER ANALYSIS LAB, WQEC, USN WPNSTAS  
BUILDING IA20, MATERIALS LAB, WQEC, USN WPNSTASB D  
BUILDING IA21 (AND IA21A), WQEC, USN WPN STA SEAL  
BUILDING IA23, WQEC, USN WPN STA SEAL BEACH DETACH  
BUILDING IA36, WQEC, USN WPN STA SEAL BEACH DETACH  
BUILDING IA58, X-RAY FACILITY, WQEC, USN WPNSTASB  
BUILDING RS1, 1XT1, WQEC, USN WPN STA SEAL BEACH D  
BUILDING RS2, 1XT2, WQEC, USN WPN STA SEAL BEACH D  
BUILDING RS3, 1XT3, WQEC, USN WPN STA SEAL BEACH DE  
BUILDING RS4, 1XT4, WQEC, USN WPN STA SEAL BEACH D  
BUILDING RS5, 1XT5, WQEC, USN WPN STA SEAL BEACH D  
BUILDING RS6, 1XT6, WQEC, USN WPN STA SEAL BEACH D  
BUILDING SD1 (ISD1), WQEC, USN WPN STA SEAL BEACH  
BUILDING 261, WQEC, USN WPN STA SEAL BEACH DET  
BUILDING 270, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 276, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 277, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 282, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 293, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 294, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING #405  
BUILDING #406  
BUILDING #430  
BUILDING 295, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 296, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 297, WQEC, USN WPN STA SEAL BEACH DETACHM  
BUILDING 300, USN WEAPONS STATION DETACHMENT  
BUILDING 301, USN WEAPONS STATION DETACHMENT  
BUILDING 302, USN WEAPONS STATION DETACHMENT

BUILDING 304, USN WEAPONS STATION DETACHMENT  
BUILDING 306, USN WEAPONS STATION DETACHMENT  
BUILDING 308, USN WEAPONS STATION DETACHMENT  
BUILDING 310, USN WEAPONS STATION DETACHMENT  
BUILDING 311, USN WEAPONS STATION DETACHMENT  
BUILDING 312, USN WEAPONS STATION DETACHMENT  
BUILDING 313, USN WEAPONS STATION DETACHMENT  
BUILDING 314, USN WEAPONS STATION DETACHMENT  
BUILDING 315, USN WEAPONS STATION DETACHMENT  
BUILDING 316, USN WEAPONS STATION DETACHMENT  
BUILDING 317, USN WEAPONS STATION DETACHMENT  
BUILDING 318, USN WEAPONS STATION DETACHMENT  
BUILDING 320, USN WEAPONS STATION DETACHMENT  
BUILDING 322, USN WEAPONS STATION DETACHMENT  
BUILDING 324, USN WEAPONS STATION DETACHMENT  
BUILDING 325, USN WEAPONS STATION DETACHMENT  
BUILDING 326, USN WEAPONS STATION DETACHMENT  
BUILDING 327, USN WEAPONS STATION DETACHMENT  
BUILDING 328, USN WEAPONS STATION DETACHMENT  
BUILDING 329, USN WEAPONS STATION DETACHMENT  
BUILDING 330, USN WEAPONS STATION DETACHMENT  
BUILDING 331, USN WEAPONS STATION DETACHMENT  
BUILDING 332, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 333, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 341, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 343, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 345, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 347, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 349, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 285, YOUTH ACTIVITY CENTER, USNWPNSTASB D  
BUILDING 319, USN WEAPONS STATION DETACHMENT  
BUILDING 321, USN WEAPONS STATION DETACHMENT  
BUILDING 323, USN WEAPONS STATION DETACHMENT

BUILDING A31, TRANSFER FAC, USN WPN STA SEAL BEACH

BUILDING #93, GUIDANCE CHECKOUT FAC, USNWPNSTASB D  
BUILDING #94, READY ISSUE, USN WPN STA SEAL BEACH  
BUILDING #96, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING #429  
BUILDING IA50, USN WEAPONS STATION SEAL BEACH DETA  
BUILDING 112, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING 113, USN WEAPONS STATION SEAL BEACH DETAC  
BUILDING IA55, INLAND FIELD OFFICE, USNWPNSTASB DE  
BUILDING #423  
BUILDING 114, USN WEAPON STATION SEAL BEACH DETACH  
BUILDING #416

BUILDING IA4, ELECTRICAL SUBSTATION, USN WPNSTASB  
BUILDING IA53, ELECTRICAL SUBSTATION, USN WPNSTASB  
BUILDING IA54, ELECTRICAL SUBSTATION, USN WPNSTASB  
CONCORD NIPPON DO GAKKON, KROEGER HALL  
BUILDING #72  
BUILDING #73  
BUILDING #74  
BUILDING #75  
BUILDING #76  
BUILDING #77  
BUILDING #78  
BUILDING #79

RUSSI & SONNER FLOUR & FEED MILL, CONCORD FEED & F

BUILDING 92, WATER TREATMENT BUILDING  
Building A-20  
Building R-1  
Building S-43  
Building S-49  
Building S-53  
S-45  
S-51  
A-13  
Building S-55  
Building E-105 Tidal Fire House  
A-19  
Building A-24  
Building S-47  
Building R-3  
Building R-4  
Building R-2  
Building S-41  
BUILDING 99, ACCESS CONTROL FOR B-210  
BUILDING 102, CHANGE/RELIEF HOUSE  
BUILDING 105, CHANGE/RELIEF HOUSE  
BUILDING 116, WOODEN SHED  
IA-59, TENNIS COURT  
BUILDING 92A, WATER TREATMENT BUILDING  
BUILDING 267, BUTLER BUILDING

BUILDING 273, TEMPORARY SENTRY POST  
BUILDING 411, FUEL STORAGE TANK  
BUILDING 272, PICNIC GROUNDS  
BUILDING 410, FUEL STORAGE TANK  
A-31, AMMUNITION TRNSFER BUILDING  
BUILDING 101, PIER 3, USN WPN STA SEAL BEACH DETAC

WEBB SOTO HOUSE

BUILDING 1, JR ENLISTED MEN'S HOUSING, USNWPNSTASB  
BUILDING 3, JR ENLISTED MEN'S HOUSING, USNWPNSTASB  
BUILDING #5  
BUILDING #8  
BUILDING #9, JR ENLISTED MEN'S HOUSING, USNWPNSTAS  
BUILDING 10, JR ENLISTED MEN'S HOUSING, USNWPNSTAS  
BUILDING 11, JR ENLISTED MEN'S HOUSING, USNWPNSTAS  
BUILDING 12, JR ENLISTED MEN'S HOUSING, USNWPNSTAS  
BUILDING 13, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 14, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 15, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 16, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 17, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 18, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 19, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 20, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 21, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 22, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 23, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 24, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 25, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 26, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 27, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 28, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 29, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 30, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 31, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 32, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 33, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 35, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 36, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 37, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 38, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING 39, JR ENLISTED MEN'S HOUSING, USN WPNSTA  
BUILDING #40

Flamingo Dr and Olivera Rd sidewalk ramp

GUN BATTERY

BUILDING 159, REC CENTER, ENL MEN OPEN MESS, USNWP

BUILDING 252, WAREHOUSE SPACE, USN WPN STA SEAL BE  
BUILDING 253, WAREHOUSE SPACE, USN WPN STA SEAL BE  
BUILDING 254, TROOP HOUSING STORAGE, USN WPN STA S  
BUILDING #409  
BUILDING 395, ADMINISTRATION OFFICES, USNWPNSTASB  
BUILDING 396, LOUNGE, USN WPN STA SEAL BEACH DETAC  
BUILDING 397, BACHELOR ENLISTED QUARTERS, USNWPNST  
BUILDING 398, ADMINISTRATION AND MESS, USNWPNSTASB

Cam Solano and Pine Hollow Rd Sidewalk ramp  
Mardon St and Pine Hollow Rd Sidewalk Ramp  
Kaiser Quarry Rd and Pine Hollow Rd sidewalk rd  
Missouri Dr and Pine Hollow Rd sidewalk ramp  
BUILDING 108, BRIDGE, USN WPN STA SEAL BEACH DETAC  
OLIVERA CROSSING SHOPPING CENTER

BUILDING #61  
BUILDING #62  
BUILDING #63  
BUILDING #64  
BUILDING #65  
McKENZIE HOUSE

MARY WITTKOP RESIDENCE  
BUILDING #92, CHLORINATOR, TIDAL AREA, USN WPNSTAS  
BUILDING #92A, CHLORINATOR, TIDAL AREA, USN WPNSTA  
MOKELUMNE AQUEDUCT PIPELINE 3  
BR. 28-17  
BR. 28-67

Sun Valley Shopping Center  
Meadow Homes Spray Pk and Sunshine Dr sidewalk ram  
BUILDING 214, USN WEAPONS STATION DETACHMENT  
BUILDING 215, USN WEAPONS STATION DETACHMENT  
BUILDING 216, USN WEAPONS STATION DETACHMENT  
BUILDING 222, USN WEAPONS STATION DETACHMENT  
BUILDING 223, USN WEAPONS STATION DETACHMENT

Oak Grove Rd and Treat Blvd sidewalk ramp  
Treat Blvd and Winton Pk Sidewalk ramp

CONCORD NIPPONGO GAKUEN

BUILDING #66

BUILDING #67

BUILDING #68

BUILDING #69

BUILDING #70

BUILDING #71

BUILDING FD14, SMALL MAGAZINE, USN WPN STA SEAL BE

ONE CORPORATE CENTER

WEST CONCORD HARVEST CHURCH

FIRE HALL

PFC BACCIGLEIRI AFRC

ORGANIZATIONAL MAINTENANCE SHOP

USMC MAINTENANCE SHOP

CROCKETT STRIPED BASS CLUB



ED THOMAS HOME; OLD HOMESTEAD  
C & H SUGAR COMPANY  
BRONZE PLAQUE  
MEMORIAL HALL

BRIDGE #23-15L

Westlake Shopping Center, Mall

PHILIP MENDENHALL HOME

LEONARD EDDY CABIN

Tassajara One Room School

Tank House

Shed

Restroom Facility

CONTRA COSTA PRESBYTERIAN CHURCH, DANVILLE PRESBYT

DANVILLE GRANGE

DANVILLE GRAMMAR SCHOOL

WHITE GATE FARM

LEVI MAXCY RANCH

Eugene O'Neil Tao House Trunk Room

TAO HOUSE

ROBERT LOVE HOME

DANVILLE SOUTHERN PACIFIC RAILROAD DEPOT

MOUNT DIABLO OBSERVATION TOWER

MOUNTAIN HOUSE SITE

GEORGE FRIEND ESTATE

EL CERRITO FIRE STATION #2

GILL ESTATE

DOWNER HOUSE

SAVE DEPARTMENT STORE

T-Mobile West, (PL395 Trader Joe's)

RODINI HOUSE

Chung Mei Main Building

Chung Mei Home Maintenance Building

Chung Mei Library/Classroom Building

Chung Mei Home Art Studio

Chung Mei Home Gymnasium

Chung Mei Main L Shaped Classroom

LEE HOUSE

CURTIN HOUSE

ALLINIO HOME

BONINNI HOUSE  
NAVELLIER HOME

PASTIME BUILDING  
510 034 022, KIEFERT BUILDING  
IT CLUB  
CONCRETE HOUSE  
Idaho Apartments  
CONTRA COSTA FLORIST  
CISI DRY GOODS STORE  
SOLDAVINI HOME  
BERRY HOUSE

EL CERRITO UNITED METHODIST CHURCH

WINDMILL  
7 BAY ST  
ELLERHORST HOME

LABORATORY  
HERCULES CLUB HOUSE  
GUARD HOUSE  
OFFICE ANNEX  
STORE

STORE

34 PARK ST

37 PARK ST

38 PARK ST

39 PARK ST

47 PARK ST

48 PARK ST

10 PINOLE ST -

12 PINOLE ST

16 PINOLE ST

17 PINOLE ST

18 PINOLE ST

4 PINOLE ST

102 RAILROAD AVE

129 RAILROAD AVE

132 RAILROAD AVE

133 RAILROAD AVE

69 RAILROAD AVE

HERCULES VILLAGE

19 SANTA FE AVE

20 SANTA FE AVE

21 SANTA FE AVE

23 SANTA FE AVE

24 SANTA FE AVE

27 SANTA FE AVE

30 SANTA FE AVE

62 SANTA FE AVE

HERCULES POWDER PLANT

200 WATERFRONT

DELTA ROAD BRIDGE, BRIDGE #28C-82

VEALE TRACT BUILDINGS

HOLLAND TRACT LEVEE

Sandmound Boulevard

St Perpetua Chapel

DALEY HOUSE

OLD LAFAYETTE GRAMMAR SCHOOL

GARRETT BUILDING

WAY SIDE INN

GEILS BUILDING

PIONEER STORE

LAFAYETTE POLICE STATION AND EOC  
TOWN HALL

COMSTOCK  
VALLEY VIEW RESERVOIR  
FRIENDSHIP FARM  
Culvert outlet along Alhambra Creek  
TANK FARM  
ADMINISTRATIVE BUILDING  
GUARDHOUSE  
GENERATOR BUILDING  
FUEL DOCK  
BNSF RAILROAD LINE  
BRIDGE #28C-86  
BRIDGE 28-168  
MARTINEZ DAM  
BRIDGE TENDER'S HOUSE  
VINEHILL UNDERPASS, BRIDGE #28C-86  
JOHN MUIR NHS CARRIAGE DRIVE LOOP

RIVER HOUSE HOTEL  
MAINTENANCE SHED  
JOHN MUIR NATIONAL HISTORIC SITE EAST DRIVEWAY  
JOHN MUIR NATIONAL HISTORIC SITE MAIN FARM ROAD  
JOHN MUIR NHS MARTINEZ ADOBE DRIVEWAY  
JOHN MUIR NHS TRIANGLE INTERSECTION  
JOHN MUIR NHS WOODSHED ROAD  
JOHN MUIR NHS MUIR HOUSE PERIMETER SIDEWALK AND FR  
JOHN MUIR NHS STONE  
JOHN MUIR NATIONAL HISTORIC SITE ALHAMBRA WELL  
JOHN MUIR NATIONAL HISTORIC SITE BRIDGE ABUTMENT  
JOHN MUIR NHS PATIO WALL AND STEPS MARTINEZ ADOBE  
JOHN MUIR NATIONAL HISTORIC SITE RAMADA  
JOHN MUIR NHS STABILIZATION STRUCTURES ALONG FRANK  
JOHN MUIR NHS STRAIN RANCH BUILDINGS  
JOHN MUIR NATIONAL HISTORIC SITE VISITOR CENTER  
CALIFORNIA RIDING AND HIKING TRAIL  
EASY ACCESS TRAIL  
NPS SIDEWALKS AND PATIO  
PATHS AROUND MARTINEZ ADOBE AND RAMADA  
PATIO WEST SIDE OF MARTINEZ ADOBE  
WALKWAY INCENSE CEDARS  
JOHN MUIR NHS STRENTZEL FAMILY MONUMENT

JOHN MUIR NATIONAL HISTORIC SITE  
VICENTE MARTINEZ HOME; VICENTE MARTINEZ ADOBE  
JOHN MUIR HOUSE  
CARRIAGE HOUSE  
BRIDGE  
WINDMILL  
VISITOR CENTER  
MAIN RESIDENCE  
SECOND RESIDENCE  
GARAGE  
BARN #2  
BARN #3  
BARN #4  
ANIMAL PENS  
CORRALS  
STRENTZEL HOUSE

CHILDHOOD CENTER

MATTHEW BARBER HOUSE  
GRANGER'S WHARF  
RANKIN OLIVE GROVE

MARTINEZ CEMETERY

BA51981B  
T- Mobile BA41446A (Contra Costa JR DSA)  
CONTRA COSTA COUNTY COURTHOUSE BLOCK  
THE SHARKEY BUILDING  
MCDONALD'S RESTAURANT NO. 15266  
CONTRA COSTA COUNTY HALL OF RECORDS  
MARTINEZ CITY LIBRARY  
MARTINEZ DOWNTOWN POST OFFICE  
TELECOMMUNICATIONS FACILITY

BORLAND HOME

TUCKER HOUSE

MARTINEZ RAILROAD STATION

RESIDENCE

MARTINEZ CITY HALL

MARTINEZ GAZETTE

SHELL MARTINEZ MANUFACTURING COMPLEX

BUNKER HOME

ALTAMIRANO ADOBE

JOHN MARSH MURDER SITE; JOHN MARSH ASSASSINATION S

DISCOVERY HOUSE

WITTENMYER HOME

CHRISTIE UNDERPASS, BR. 28-39

TENNENT HOME

STEWARTS GROCERY

EUCALYPTUS GLOBULUS TREE

HACIENDA DE LAS FLORES

ST MARY'S COLLEGE

MORAGA BARN

MS-7 | McCosker Sub-area Cinder Block Pump House

LOS ARBOLES PUBLIC HOUSING PROJECT  
Contra Costa Canal | 28C0206  
HOLLAND TRACT SHED

Earthen drainage ditch  
CENTRAL SHUEY DAIRY, BURROUGHS BROS. DAIRY  
MORAGA ADOBE

DE LAREAGA HOME  
CASA VERANA  
ORINDA FILTER PLANT  
ORINDA COUNTRY CLUB  
MERRILL, CHARLES W., HOUSE | MERRILL-WEYENETH HOUSE  
MERRILL HOUSE TERRACES, STAIRCASES, AND PATHS  
MERRILL HOUSE SWIMMING POOL AND DECK  
CASA VIEJA

SULLIVAN RANCH  
BUEHLER, MAYNARD AND KATHERINE, HOUSE  
GUEST HOUSE, BUEHLER HOUSE  
PLAYHOUSE, BUEHLER HOUSE  
SWIMMING POOL, BUEHLER HOUSE  
GLASS HOUSE, BUEHLER HOUSE  
UTILITY SHEDS, BUEHLER HOUSE  
AUXILIARY CARPORT, BUEHLER HOUSE  
TEA HOUSE, BUEHLER HOUSE  
GAZEBO, BUEHLER HOUSE  
BRIDGE A, BUEHLER HOUSE  
BRIDGE B, BUEHLER HOUSE  
BRIDGE C, BUEHLER HOUSE  
BRIDGE D, BUEHLER HOUSE  
BRIDGE E, BUEHLER HOUSE  
HERSHELL-SPILLMAN MERRY-GO-ROUND, TILDEN PARK MERR  
ORINDA THEATRE AND AMERICAN TRUST BANK BUILDING  
OLD YELLOW HOUSE  
OLD TUNNEL  
ORINDA STORE  
FIRST ORINDA FIRE HOUSE  
ORINDA UNION SCHOOL  
MISS GRAHAM'S RIDING ACADEMY, ORINDA MOTORS

Central Valley Water Project CONTRA COSTA CANAL  
Grayson Creek Levees

OFC



WILLIAM T. HENDRICK HOUSE

TOWN OF PACHECO

PACHECO INN

PROPERTY REHABILITATION  
NRED PROJECT

RESIDENCE

NRED PROJECT  
BANK OF PINOLE  
DOWNER HOME  
EAST HERPOCO UNDERPASS, BR. 28-37  
FERNANDEZ, BERNARDO, HOUSE  
BRIDGE #28-096

KIRKER CREEK CULVERT  
LOVERIDGE ROAD OVERCROSSING STRUCTURES  
PG&E SOUTH TOWER CONTRA COSTA COUNTY TRANSMISSION  
SHELL CHEMICAL ELECTRIC UTILITY TOWERS  
CALTRANS BRIDGE #28-0094  
CALTRANS BRIDGE #28-0095

SANTA FE RAILROAD DEPOT  
LEPORI BUILDING

COULTER PINE  
CAMP STONEMAN WAREHOUSES

BUILDINGS #546 AND 547  
BUILDINGS #548 AND 549

BUILDINGS #543 AND 544  
BUILDINGS #552 AND 553  
BUILDINGS #555 AND 556

LOS MEDANOS HOTEL  
LAST CHANCE BUILDING  
VIEIRA BUILDING

NEW YORK LANDING, PITTSBURG HISTORIC DISTRICT  
JOHNS MANVILLE CORPORATION  
GREENBERG BUILDING  
GREENBERG BUILDING  
GREEN BUILDING  
LIBERTY HOTEL  
BURLESSAS BUILDING  
WISEMANS  
KING PARKER BUILDING  
KING PARKER BUILDING  
AIELLO BUILDING  
WOOLWORTH BUILDING  
POST OFFICE BUILDING  
SCAMPINI BUILDING

CAMP STONEMAN WAREHOUSE AND BUNKER  
CAMP STONEMAN MILITARY CHAPEL, COMMUNITY UNITED PR

PITTSBURG SEVENTH DAY ADVENTIST CHURCH  
GREAT WESTERN ELECTRICAL CHEMICAL, DOW CHEMICAL CO  
BUILDING 35, PITTSBURG X-RAY FACILITY, USN WPNSTAS

LATIMER RANCH & HOME

PITTSBURG MINE RIALROAD

VINCENT DAVI LIBRARY

NATIONAL GUARD ARMORY

CAMP STONEMAN GATES

SACRAMENTO NORTHERN RAILROAD DEPOT

CORNWALL STATION, SOUTHERN PACIFIC RAILROAD DEPOT

NATIONAL BLOCK

MARTINETTI BUILDING

NATIONAL DOLLAR STORE

LAZIO BUILDING

ROYCE BUILDING

DEMETRAKOPULOS BUILDING

CALIFORNIA THEATER

FORT KNOX STORAGE  
SOLS CLOTHING STORE  
CONTRA COSTA COUNTY BANK  
BANK OF AMERICA  
MEDICO DENTAL BUILDING  
PITTSBURG POST DISPATCH

PITTSBURG HIGH SCHOOL

CONGREGATIONAL CHURCH  
PITTSBURG FAMILY LIVING CENTER  
ST PETER MARTYR CHURCH  
BLACK DIAMOND GRAMMAR SCHOOL, MARINA SCHOOL

BRANDON HOUSE

DAILEY BARN AND COTTAGE  
ROGERS, PATRICK, CHICKEN COOP  
RODGERS, PATRICK, FARM  
RODGERS BARN, PATRICK RODGERS BARN

FRANCISCO RESIDENCE  
BUTTNER HOUSE  
HOOK RESIDENCE

GEARY HOUSE  
PLEASANT HILL WINDMILLS  
BAKER HOUSE  
ROCHE RANCH  
SANKO MUSEUM

THE ENCLOSURE, ROGERS HOUSE  
HENRY VESSING HOUSE  
BERWICK VESSING HOUSE  
BULL VALLEY INN  
BURLINGTON HOTEL  
CONCRETE WAREHOUSE  
PORT COSTA MERCANTILE  
WHEAT DOCK  
PORT COSTA, TOWN OF PORT COSTA  
PORT COSTA SCHOOL  
Nystrom Village  
GARRARD BOULEVARD TUNNEL  
MACDONALD AVENUE HISTORIC DISTRICT  
FERRY POINT PIER, POINT RICHMOND  
BUILDING 24 NAVAL FUEL DEPOT POINT MOLATE  
BUILDING #69  
BUILDING #73

BUILDING #76

BUILDING #77

BUILDING #82 NAVAL FUEL DEPOT POINT MOLATE

BUILDING #83 NAVAL FUEL DEPOT POINT MOLATE

BUILDING 101 NAVAL FUEL DEPOT POINT MOLATE

BUILDING 115 NAVAL FUEL DEPOT POINT MOLATE

BUILDING 121 NAVAL FUEL DEPOT POINT MOLATE

TANK #24 NAVAL FUEL DEPOT POINT MOLATE

WAPAMA (STEAM SCHOONER)

SAMARAITAN WAY CHRISTIAN CENTER

TRANSITIONAL HOUSING

RAYMOND APARTMENTS



RICHMOND HALL OF JUSTICE

HOLY TRINITY EPISCOPAL CHURCH  
MAPLE HALL

PROPERTY REHABILITATION

REHABILITATION RESID

ROOSEVELT JUNIOR HIGH SCHOOL

ODYSSEY SCHOOL KINDERGARTEN AND DAY CARE

RICHMOND CITY HALL  
REHABILITATION RESID

BISSELL AVENUE HISTORIC DISTRICT

WESTERN CONTRA COSTA SCHOOL DISTRICT

OLD BRICKWORKS

RICHMOND SHIPYARD FIRST AID STATION  
Richmond Waste Water Treatment Plant  
T-Mobile West LLC Candidate BA11566Z  
T-Mobile West, LLC Candidate BA01336A

RICHMOND PUBLIC LIBRARY; CARNEGIE LIBRARY; RICHMOND  
RICHMOND CIVIC CENTER AUDITORIUM

ATCHISON VILLAGE DEFENSE HOUSING PROJECT  
RICHMOND SHIPYARDS FIELD HOSPITAL  
KENBELLA'S RESTAURANT

S.S. RED OAK VICTORY  
EAST BROTHER ISLAND LIGHT STATION

American Standard  
MARITIME CHILD DEVELOPMENT CENTER

WEST COUNTY WASTEWATER SECONDARY DIGESTERS 4  
WEST COUNTY WASTEWATER SECONDARY DIGESTERS 3  
WEST COUNTY WASTEWATER CHLORINE BUILDING  
WEST COUNTY WASTEWATER CONTROL BUILDING  
WEST COUNTY WASTEWATER MACHINE SHOP  
WEST COUNTY WASTEWATER DISTRICT WATER POLLUTION  
WEST COUNTY WASTEWATER PRIMARY CLARIFIER 1  
WEST COUNTY WASTEWATER OPERATIONS AND LAB BUILDING

ATCHISON VILLAGE DEFENSE HOUSING PROJECT  
ATCHISON VILLAGE DEFENSE HOUSING Type 2 group~  
ATCHISON VILLAGE DEFENSE HOUSING PROJECT  
ATCHISON VILLAGE DEFENSE HOUSING PROJECT  
ATCHISON VILLAGE DEFENSE HOUSING PROJECT  
JAPANESE CAMP

NEW HOTEL CARQUINEZ

FORD MOTOR COMPANY ASSEMBLY PLANT



1175 Joel Court, Richmond  
1180 Joel Court, Richmond

WINTERS BUILDING

LA HISPANO AMERICANA, LIQUOR STORE AND MARKET

MECHANICS BANK

MILENS CREDIT JEWELERS

PULLMAN CHILD DEVELOPMENT CENTER

PACIFIC BELL BLDG

POINT RICHMOND HOUSE

UNITED STATES POST OFFICE  
EAST BAY CENTER FOR THE PERFORMING ARTS  
BAKERY EQUIPMENT SERVICES  
SOCIEDAD CATOLICA REGIONAL GUADALUPANA, GUADALUPAN

RICHMOND PUBLIC LIBRARY

RESIDENCE

RICHMOND BAKERY

BALTIC BAR  
OLD FIRE HOUSE AND JAIL

RICHMOND SHIPYARD DISTRICT  
RICHMOND SHIPYARD MACHINE SHOP  
RICHMOND SHIPYARD GENERAL WAREHOUSE  
RICHMOND SHIPYARD SHEET METAL SHOP, ET AL  
RICHMOND SHIPYARD FORGE SHOP  
RICHMOND SHIPYARD BASIN #1  
RICHMOND SHIPYARD BASIN #2  
RICHMOND SHIPYARD BASIN #3  
RICHMOND SHIPYARD BASIN #4  
RICHMOND SHIPYARD BASIN #5  
RICHMOND SHIPYARD CAFETERIA  
STEEL FRAME BLDG  
STEEL-FRAME BLDG

78 RAILROAD AVENUE

COMPRESSOR BUILDING (BLDG 4)  
ELECTRICAL SHOP (BLDG 5)  
ADMINISTRATION BUILDING (BLDG 6)  
TOLLBOOTHS (BLDG 7)  
CONCRETE ELEVATOR (VENTILATION) BUILDING (BLDG 8)

SERVICE BUILDING (BLDG 10)  
MAINTENANCE BUILDING (BLDG 11)  
COMMUNICATIONS BUILDING (BLDG 12)  
FUEL STATION (BLDG 13)  
ELEVATED TANK (BLDG 9)

REHABILITATION BLDG

ASSOCIAZIONE ITALO-AMERICANI

CALIFORNIA CAP WORKS

HOUSING REHABILITATION

SAN JOAQUIN TRANSITIONAL APARTMENTS

WINEHAVEN | POINT MOLATE

ALVARADO SCHOOL

308/310 Tunnel Ave

RICHMOND MUNICIPAL NATATORIUM, THE PLUNGE

ANDERSON HOTEL

POINT RICHMOND OLD BANK



MIYAMOTO FLORIST

RIBINSON HOUSE  
WALL APARTMENTS

POINT RICHMOND HISTORIC DISTRICT  
HOTEL MAC

RICHARDS (FAWN) HALL

POINT RICHMOND OLD CITY HALL

CENTRAL POOL HALL BUILDING

U.S. WHALING STATION, INDEPENDENT RENDERERS INCORP

CUMMINGS SKYWAY, BRIDGE #28-0213

CHRISTIE ROAD UNDERPASS BRIDGE, BRIDGE #28-0039

RODEO CREEK BRIDGE, BRIDGE #28-0038

RODEO FIRE STATION

CLAEYS RANCH

RODEO RIO THEATER

BARRY RANCH

OLEUM

Pond A18 Alviso Salt Works

TEXIERA HOME  
BLUME HOUSE  
1300 Amador St, San Pablo

3024 Avon Ln, San Pablo  
3030 Avon Ln, San Pablo  
3036 Avon Ln, San Pablo  
3040 Avon Ln, San Pablo, CA

COLONIAL HUNTER HALL USAR CENTER  
ORGANIZATIONAL MANTAINANCE SHOP

ST PAULS CATHOLIC CHURCH & GRAVEYARD, ST PAULS CAT  
OLD RECTORY  
ST PAUL CHURCH

STANLEY ALTER HOME

RUMRILL HELMS HOUSE

1424 Humboldt Ave, San Pablo

3058 Judith Court, San Pablo

3066 Judith Court, San Pablo

3072 Judith Court, San Pablo

BOUQUET CHATEAU

PULLMAN STREET RECTORY

ANDRATA HOUSE

5286-5290 Riverside Ave, San Pablo

5296-5300 Riverside Ave, San Pablo

3144 Rollingwood Dr, San Pablo

3152 Rollingwood Drive, San Pablo

3157 Rollingwood Dr, San Pablo

3160 Rollingwood Dr, San Pablo

3168 Rollingwood Dr, San Pablo

3169 Rollingwood Dr, San Pablo

3177 Rollingwood Dr, San Pablo

PARKING LOT DEVELOPMENT  
MELLO RESIDENCE

PG&E UTILITY TOWER

Brookside Hospital, Doctors Medical Center  
Buildings A and B

CROW CANYON RD OVERCROSSING  
BOLLINGER CANYON RD OVERCROSSING  
NORRIS CANYON RD OVERCROSSING  
PGE TOWER 21  
TASSAJARA SCHOOL  
CHRISTIAN WIEDEMANN RANCH  
EL NIDO, THE NES  
DAVID GLASS HOME  
BOONE HOUSE

PERGOLA  
GROTTO  
GARDENING SHED  
MEAT LOCKER  
GLASS TANK HOUSE  
CARPORT  
WALNUT PROCESSING SHED #1  
WALNUT PROCESSING SHED #2  
WALNUT PROCESSING SHED #3  
HORSE BARN  
BARN  
GRANARY  
MACHINE SHOP  
FUEL SHED  
MACHINE STORAGE SHED  
CISTERN  
MEN'S OUTHOUSE  
WOMEN'S OUTHOUSE  
FOREST HOME FARMS

SAN CARLOS BRIDGE

MT. DIABLO FRUIT FARM | BANCROFT RESIDENCE  
BANCROFT RANCH PROPERTY

HERITAGE TREE, BRUBAKER RESIDENCE

WALNUT CREEK WOMEN'S CLUB  
WALNUT CREEK ARMORY

CIVIC PARK BRIDGE

LARRIEU RESIDENCE  
BRONSON RESIDENCE

RANCHO SAN MIGUEL SUBDIVISION

SAN RAMON BANK

YE OLD YARN SHOP, DOLE HOUSE

LAWRENCE MEAT COMPANY  
LEACH HOME  
WALNUT CREEK EAST MAINTENANCE STATION GAS & OIL HO

JAMES T WALKER HOME  
BROOKSIDE VINEYARD HOME SITE  
CASEY RESIDENCE

WALNUT CREEK SPRR DEPOT

ADAMS RESIDENCE

DOLLAR, ROBERT STANLEY SR., RESIDENCE  
STOW RESIDENCE  
Walnut Hill Apartments  
Trinity Terrace Apartments  
Whitehouse Apartments  
St. Paul's Episcopal Church

Trinity Center's Facility  
St. Paul's Mission Chapel  
CALIF WATER PUMPING PLANT  
HOWARD RESIDENCE  
WALNUT HEIGHTS ELEMENTARY SCHOOL  
John Muir Medical Center  
SHADELANDS RANCH HOUSE

## Aliases and Alias Types

CENTURY BOULEVARD UTILITIES UNDERCROSSING^Other Name  
CENTURY BOULEVARD UNDERCROSSING^Other Name

CONTRA LOMA DRAIN^Other Name  
CONTRA LOMA UNDERCROSSING^Other Name  
LENTZER SPRINGS WETLANDS^Other Name  
LENTZER SPRINGS WETLANDS^Other Name  
LENTZNER SPRINGS WETLAND^Other Name

CARRIAGE HOUSE^Other Name

MISSION COVENANT CHURCH^Other Name







G STREET OVERCROSSING^Other Name

SHANNON RANCH^Other Name | WILLIAMSON RANCH, WILLIAMSON RANCH^Other Name

07-4509-001^Survey Number

PENTECOSTAL HOLINESS CHURCH^Other Name

HARD, ROSWELL BUTLER HOME, HARD HOUSE^Other Name | NPS-93001020-0000^National Register

AT&SF RR Depot^Other Name | SANTA FE RAILROAD DEPOT, ATCHISON TOPEKA SANTA FE DEP^Other Name

ODD FELLOWS BUILDING^Other Name

RIVERVIEW UNION HIGH SCHOOL^Other Name

MOUNDS RESTAURANT^Other Name

LIBERTY UNION HIGH SCHOOL ALTERNATIVE EDUCATION CENTER^Other Name

ATCHISON, TOPEKA, & SANTA FE RAILROAD^Other Name

OLD RIVER^Other Name

VWR-2 HISTORICAL-PERIOD FENCE AND ROLL OF MESH WIRE^Other Name

VWR-7 CONCENTRATION OF DOWNED MILLED WOOD FENCE POSTS^Other Name

ODD FELLOWS BUILDING^Other Name

JOHN MARSH HOUSE^Other Name





MISC SHELTER^Other Name | USN WPN STA SEAL BEACH DETACH^Other Name  
MISC SHELTER^Other Name | USN WPN STA SEAL BEACH DETACH^Other Name  
BUILDING 109, MISC TIDAL OPS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 171, MISC TIDAL OPS, USN WPN STA SEAL BEACH DET^Other Name  
UNNUMBERED BUILDING #1, MISC TIDAL OPS, USN WPN STASB DET^Other Name  
UNNUMBERED BUILDING #2, MISC TIDAL OPS, USN WPN STASB DET^Other Name  
BUILDING 154, MAIN ENTRANCE SIGN, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 164, MISSILE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 255, FLAGPOLE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 258, OLD PARROT GUN, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 287, MISSILE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 111, TUG OFFICE, CHECKER'S SHED, USN WPN STASB DET^Other Name  
BUILDING 123, MOORINGS, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 172, MOORINGS, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 173, MOORINGS, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 124, WEST LIGHTER MOORING, USN WPN STASB DET^Other Name  
BUILDING 125, TUG BASIN WHARF, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 126, BARGE PIER, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 127, EAST LIGHTER MOORING, USN WPN STASB DET^Other Name  
BUILDING 267, BUTLER BUILDING, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 268, BUTLER BUILDINGS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 152, GYMNASIUM, USN WPN STA SEAL BEACH DET^Other Name  
RACQUETBALL COURTS^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 155, SNACK STAND, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 190, BATHHOUSE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 256, WOOD SHOP, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 264, RECREATIONAL GEAR ISSUE, USN WPN STASB DET^Other Name  
BUILDING IA45, PUMP HOUSE, OLD AIRPORT AREA, USN WPN STASB DET^Other Name  
BUILDING IA56, APPLIED INSTRUCTION BUILDING, USN WPN STASB DET^Other Name  
UNNUMBERED BUILDING 1, OLD AIRPORT AREA, USN WPN STASB DET^Other Name  
UNNUMBERED BUILDING 2, OLD AIRPORT AREA, USN WPN STASB DET^Other Name  
BUILDING 185, BEQ AND ADMINISTRATION, USN WPN STASB DET^Other Name  
BUILDING 186, BEQ AND ADMINISTRATION, USN WPN STASB DET^Other Name  
BUILDING 187, BEQ AND ADMINISTRATION, USN WPN STASB DET^Other Name  
BUILDING 271, TROOP HOUSING STORAGE, USN WPN STASB DET^Other Name  
UNNUMBERED GAZEBO, OLD BEQ, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 122, OPEN SCRAP METAL STORAGE YARD, USN WPN STASB DET^Other Name  
RELIEF HOUSE, USN WPN STA SB DET^Other Name  
RELIEF HOUSE, USN WPN STA SB DET^Other Name  
BUILDING 160, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
PIER 4^Other Name | USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 128, PIER 2, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BOILER PLANT^Other Name | USN WPN STA SEAL BEACH DETACH^Other Name  
FUEL STORAGE TANK^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
FUEL STORAGE TANK^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 116, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 150, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name

BUILDING 262, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA38, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA43, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA48, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA49, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA51, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA52, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 279, GUARD TOWER, Q AREA, USN WPNSTASB DET^Other Name  
BUILDING 280, GUARD TOWER, Q AREA, USN WPNSTASB DET^Other Name  
INSPECTION, Q AREA, USN WPNSTASB DE^Other Name

BUILDING #353, 8BCX-1, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #354, 8BCX-2, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #355, 8BCX-3, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #356, 8BCX-4, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #357, 8BCX-5, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #358, 8BCX-6, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #359, 8BCX-7, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #360, 8BCX-8, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #361, 8BCX-9, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #362, 8BCX-10, Q AREA, USM WPN STA SEAL BEACH DET^Other Name  
BUILDING #363, 8BCX-11, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #364, 8BCX-12, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #365, 8BCX-13, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #366, 8BCX-14, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #367, 8BCX-15, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #368, 8BCX-16, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #369, 8BCX-17, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #370, 8BCX-18, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #371, 8BCX-19, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #372, 8BCX-20, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #373, 8BCX-21, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #374, 8BCX-22, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #375, 8BCX-23, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #376, 8BCX-24, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #377, 8BCX-25, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #378, 8BCX-26, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #379, 8BCX-27, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #380, 8BCX-28, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-29, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-30, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-31, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-32, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-33, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-34, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-35, Q AREA, USN WPN STA SEAL BEACH DET^Other Name

8BCX-36, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-37, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-38, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-39, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-40, Q AREA, USN WPN STA SEAL BEACH DET^Other Name  
8BCX-41, Q AREA, USN WPN STA SEAL BEACH DET^Other Name

BUILDING 107, RAILROAD TRESTLE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING C3, EARTH BERM, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING C3a, EARTH BERM, USN WPN STA SEAL BEACH DETACHMENT^Other Name

LOCOMOTIVE STEAM CLEANING FACILITY, USN WPNSTASB DET^Other Name  
NAVY RAIL SYSTEM, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING #99, GUARD HOUSE, TIDAL AREA, USN WPNSTASB DET^Other Name  
BUILDING 251, GUARD TOWER, TIDAL AREA, USN WPNSTASB DET^Other Name  
BUILDING 273, SENTRY POST, USN WPN SEAL BEACH DETACHMENT^Other Name  
BUILDING 275, SENTRY POST, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
SENTRY POST^Other Name | USN WPN STA SEAL BEACH DETACH^Other Name  
BUILDING A32, GATE HOUSE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IA2, POLICE STATION, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA33, GUARD TOWER, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 131, WATER STORAGE TANK, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 132, WATER STORAGE TANK, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IT1, WATER STORAGE TANK, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IT2, WATER STORAGE TANK, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IT4, WATER STORAGE TANK, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 174, ELECTRICAL SUBSTATION, USN WPNSTASB DET^Other Name  
BUILDING 178, GASOLINE SERVICE STATION, USN WPNSTASB DET^Other Name

BUILDING GA99 (6PC6), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA100 (6PC22), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA101 (6PC39), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA102 (6PC40), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA103 (6PC41), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA104 (6PC58), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA105 (6PC59), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA106 (6PC60), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA107 (6PC77), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA108 (6PC78), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA109 (6PC79), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA110 (6PC80), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA111 (6PC81), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA112 (6PC97), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA113 (6PC98), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA114 (6PC99), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA115 (6PC100), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA116 (6PC101), USN WPN STA SEAL BEACH DETACHMENT^Other Name

BUILDING IS10 (7SM10), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IS11 (7SM11), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IS12 (7SM12), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IS13 (7SM13), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IS14 (7SM14), ORDNANCE SKILLS TRAIN FAC, USN WPN STA^Other Name  
BUILDING 193, AUTO HOBBY SHOP, USN WPN STA SEAL BEACH DET^Other Name

BUILDING FD11, 3FT AREA, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
3FT AREA^Other Name | USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING FD13, 3FT AREA, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA94 (6PC1), USN WEAPONS STATION SEAL BEACH DET^Other Name  
BUILDING GA95 (6PC2), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA96 (6PC3), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA97 (6PC4), USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING GA98 (6PC5), USN WPN STA SEAL BEACH DETACHMENT^Other Name

BUILDING 245A, BACHELOR OFFICERS QUARTERS, USN WPN STASB DET^Other Name  
BUILDING 245B, BACHELOR OFFICER QUARTERS, USN WPN STASB DET^Other Name  
BUILDING 245C, BACHELOR OFFICERS QUARTERS, USN WPN STASB DET^Other Name  
BUILDING 245D, BACHELOR OFFICERS QUARTERS, USN WPN STASB DET^Other Name  
BUILDING 245E, BACHELOR OFFICERS QUARTERS, USN WPN STASB DET^Other Name  
BUILDING 245F, BACHELOR OFFICERS QUARTERS, USN WPN STASB DET^Other Name  
STORAGE, BOQ, USN WPN STASB DET^Other Name  
BUILDING 139, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 140, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 141, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 142, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 143, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 144, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 145, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 146, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 147, DETACHED GARAGE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 201, OFFICERS RESIDENCE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 202, OFFICERS RESIDENCE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 246, OFFICERS RESIDENCE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 249, OFFICERS RESIDENCE, USN WPN STA SEAL BEACH DET^Other Name  
07-4520-001^Survey Number

07-4520-001^Survey Number | FRANCISCO GALINDO HOME^Other Name

07-4520-001^Survey Number

BUILDING E112, ELECTRICAL DISTRIBUTION, USN WPNSTASB DET^Other Name

T-Mobfle West LLC Candidate BA01220A (PL220 )^Other Name

BUILDING 335, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

BUILDING 337, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

BUILDING 339, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

07-4520-001^Survey Number

13-SCAO-107^Agency Nbr | Operations Bridge over Galindo Creek^Official Historic Name

BUILDING IA37, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name

BUILDING IA46, PUBLIC WORKS, USN WPN STA SEAL BEACH DET^Other Name

BUILDING A29, LUMBER STORAGE SHED, USN WPNSTASB DET^Other Name

BUILDING 265, BOAT STORAGE ISSUE, USN WPN STA SEAL BEACH DET^Other Name

07-4520-001^Survey Number

07-4520-001^Survey Number  
07-4520-001^Survey Number  
07-4520-001^Survey Number

07-4520-001^Survey Number | DON FERNANDO PACHECO ADOBE^Other Name

VEHICULAR TUNNEL, WESTBOUND, USN WPN STA SEAL BEACH DET^Other Name  
VEHICULAR TUNNEL, EASTBOUND, USN WPN STA SEAL BEACH DET^Other Name  
BLDG 168, COMPUTER ANALYSIS LAB, WQEC, USN WPNSTASB DET^Other Name  
BUILDING IA20, MATERIALS LAB, WQEC, USN WPNSTASB DET^Other Name  
BUILDING IA21 (AND IA21A), WQEC, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING IA23, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IA36, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING IA58, X-RAY FACILITY, WQEC, USN WPNSTASB DET^Other Name  
BUILDING RS1, 1XT1, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING RS2, 1XT2, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING RS3, 1XT3, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING RS4, 1XT4, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING RS5, 1XT5, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING RS6, 1XT6, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING SD1 (ISD1), WQEC, USN WPN STA SEAL BEACH DET^Other Name

BUILDING 270, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 276, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 277, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 282, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 293, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 294, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
USN WPN STATION SEAL BEACH DETACH^Other Name | WQEC^Other Name  
USN WPN STATION SEAL BEACH DETACHMENT^Other Name | WQEC^Other Name  
USN WPN STATION SEAL BEACH DETACH^Other Name | WQEC^Other Name  
BUILDING 295, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 296, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 297, WQEC, USN WPN STA SEAL BEACH DETACHMENT^Other Name

BUILDING 332, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 333, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 341, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 343, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 345, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 347, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 349, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 285, YOUTH ACTIVITY CENTER, USNWPNSTASB DET^Other Name

BUILDING A31, TRANSFER FAC, USN WPN STA SEAL BEACH DET^Other Name

BUILDING #93, GUIDANCE CHECKOUT FAC, USNWPNSTASB DET^Other Name  
BUILDING #94, READY ISSUE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING #96, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING IA50, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 112, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING 113, USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
BUILDING IA55, INLAND FIELD OFFICE, USNWPNSTASB DET^Other Name  
PUBLIC WORKS^Other Name | USN WPN STA SEAL BEACH DETACH^Other Name  
BUILDING 114, USN WEAPON STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPON STATION SEAL BEACH DETACHMENT^Other Name

BUILDING IA4, ELECTRICAL SUBSTATION, USN WPNSTASB DET^Other Name  
BUILDING IA53, ELECTRICAL SUBSTATION, USN WPNSTASB DET^Other Name  
BUILDING IA54, ELECTRICAL SUBSTATION, USN WPNSTASB DET^Other Name  
07-4520-001^Survey Number  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
PLATFORM MAGAZINE^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
PLATFORM MAGAZINE^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
PLATFORM MAGAZINE^Other Name | USN WPN STAT SEAL BEACH DET^Other Name  
PLATFORM MAGAZINE^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
PLATFORM MAGAZINE^Other Name | USN WPN STA SEAL BEACH DET^Other Name  
GUARD HOUSE^Other Name | USN WPN STA SEAL BEACH DET^Other Name

RUSSI & SONNER FLOUR & FEED MILL, CONCORD FEED & FUEL^Other Name



BUILDING 101, PIER 3, USN WPN STA SEAL BEACH DETACHMENT^Other Name

07-4520-001^Survey Number

BUILDING 1, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
BUILDING 3, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
JR ENLISTED MEN'S HOUSING^Other Name | USNWPNSTASB DET^Other Name  
JR ENLISTED MEN'S HOUSING^Other Name | USNWPNSTASB DET^Other Name  
BUILDING #9, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
BUILDING 10, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
BUILDING 11, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
BUILDING 12, JR ENLISTED MEN'S HOUSING, USNWPNSTASB DET^Other Name  
BUILDING 13, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 14, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 15, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 16, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 17, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 18, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 19, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 20, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 21, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 22, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 23, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 24, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 25, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 26, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 27, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 28, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 29, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 30, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 31, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 32, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 33, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 35, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 36, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 37, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 38, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
BUILDING 39, JR ENLISTED MEN'S HOUSING, USN WPNSTASB DET^Other Name  
JR ENLISTED MEN'S HOUSING^Other Name | USN WPNSTASB DET^Other Name

USN WEAPON STATION SEAL BEACH DETACHMENT^Other Name

BUILDING 159, REC CENTER, ENL MEN OPEN MESS, USNWPNSTASB DET^Other Name

BUILDING 252, WAREHOUSE SPACE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 253, WAREHOUSE SPACE, USN WPN STA SEAL BEACH DET^Other Name  
BUILDING 254, TROOP HOUSING STORAGE, USN WPN STA SB DET^Other Name  
CHAPEL^Other Name | USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 395, ADMINISTRATION OFFICES, USNWPNSTASB DET^Other Name  
BUILDING 396, LOUNGE, USN WPN STA SEAL BEACH DETACHMENT^Other Name  
BUILDING 397, BACHELOR ENLISTED QUARTERS, USNWPNSTASB DET^Other Name  
BUILDING 398, ADMINISTRATION AND MESS, USNWPNSTASB DET^Other Name

BUILDING 108, BRIDGE, USN WPN STA SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name  
07-4520-001^Survey Number

BUILDING #92, CHLORINATOR, TIDAL AREA, USN WPNSTASB DET^Other Name  
BUILDING #92A, CHLORINATOR, TIDAL AREA, USN WPNSTASB DET^Other Name

07-4520-001^Survey Number  
07-4520-001^Survey Number

07-4520-001^Survey Number

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

USN WEAPONS STATION SEAL BEACH DETACHMENT^Other Name

BUILDING FD14, SMALL MAGAZINE, USN WPN STA SEAL BEACH DET^Other Name

CAPRI THEATER^Other Name

07-4520-001^Survey Number

BUILDING 101^Other Name

BUILDING 102^Other Name



NPS-14000135^National Register

NPS-14000135^National Register

NPS-14000135^National Register

NPS-14000135^National Register

CONTRA COSTA PRESBYTERIAN CHURCH, DANVILLE PRESBYTERIAN CH^Other Name

LCS 016021^NPS DOE | NHL-71000137^NHL Number | NPS-71000137^National Register

EUGENE O'NEILL HOUSE - NATIONAL HISTORIC SITE^Other Name

NPS-13000792-0000^National Register | Windrush School^Other Name

NPS-13000792-0000^National Register

NPS-13000792-0000^National Register

NPS-13000792-0000^National Register

MABUCHI PROPERTY^Other Name

SHED^Other Name

SHED^Other Name

NPS-8000799-99999^National Register

BRONSTON^Other Name

OZOL DFSP^Other Name | TANKS #83001-83012^Other Name

OZOL DFSP^Other Name

OZOL DFSP^Other Name

OZOL DFSP^Other Name

OZOL DFSP^Other Name

COAST LINE OF THE VALLEY DIVISION^Other Name

PACHECO BOULEVARD CROSSING^Other Name

I-680 CROSSING^Other Name

JOHN MUIR NHS MUIR HOUSE PERIMETER SIDEWALK AND FRONT STEPS^Other Name

BRICK WALL AND STONE STEPS^Other Name

JOHN MUIR NHS STABILIZATION STRUCTURES ALONG FRANKLIN CREEK^Other Name

NHL-66000083-0000^NHL Number | NPS-66000083-0000^National Register



07-4553-001^Survey Number  
07-4553-001^Survey Number | NHL-66000083-0003^NHL Number  
NHL-66000083-0001^NHL Number

STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name  
STRAIN RANCH^Other Name

07-4553-001^Survey Number

07-4553-001^Survey Number | ALHAMBRA CEMETERY^Other Name | SPHI-CCO-010^California PHI Nbr

MARTINEZ UNITED METHODIST CHURCH (MONOPINE)^Other Name  
Contra Costa Community College District^Other Name  
07-4553-001^Survey Number | CONTRA COSTA COUNTY COURTHOUSE BLOCK, FINANCE BUILDING^Other Name

07-4553-001^Survey Number | Contra Costa County Hall Of Records/ Contra Costa County Courthouse^Other Name

64501238^MPS Number | Borland House^Official Historic Name | Dr. John S. Moore House, Martinez Historical S

07-4553-001^Survey Number | Franklin Glass Home/Martinez Historical Society Marker #8^Other Name | TUCKE

07-4553-001^Survey Number

64501238^MPS Number | Martinez Grammer School Annex^Official Historic Name | Martinez, California^Other N

07-4553-001^Survey Number

07-4553-001^Survey Number

07-4553-001^Survey Number

07-4553-001^Survey Number | JOHN MARSH MURDER SITE; JOHN MARSH ASSASSINATION SITE^Other Name

4639 PACHECO BLVD^Other Name

07-4553-001^Survey Number

07-4553-001^Survey Number

07-4553-001^Survey Number

07-4553-001^Survey Number

07-4556-001^Survey Number

07-4556-001^Survey Number

07-4556-001^Survey Number

07-4556-001^Survey Number

BURROUGHS BROS. DAIRY^Official Historic Name | GILBERT PROPERTY^Other Name  
07-4563-001^Survey Number | JOAQUIN MORAGA ADOBE^Other Name

07-4563-001^Survey Number  
07-4563-001^Survey Number  
07-4563-001^Survey Number  
07-4563-001^Survey Number

MERRILL, CHARLES W., HOUSE^Official Historic Name | MERRILL-WEYENETH HOUSE^Other Name | NPS-0500025

07-4563-001^Survey Number

07-4563-001^Survey Number

07-4563-001^Survey Number | HERSHELL-SPILLMAN MERRY-GO-ROUND, TILDEN PARK MERRY-GO-ROUND^Other  
07-4563-001^Survey Number | NPS-82004979-0000^National Register | ORINDA THEATRE AND AMERICAN TRUS  
07-4556-001^Survey Number  
07-4563-001^Survey Number  
07-4563-001^Survey Number  
07-4563-001^Survey Number  
ORINDA COMMUNITY CENTER^Other Name  
07-4563-001^Survey Number

CCO-Z00004^Z-Number

COUN SP REHABILITATION^Other Name

EAGLE HOTEL^Other Name

07-4564-001^Survey Number

07-4564-001^Survey Number

07-4564-001^Survey Number | BERNARDO FERNANDEZ HOUSE^Other Name

CAMP STONEMAN SPUR^Other Name | SOUTHERN PACIFIC RAILROAD^Other Name

PG&E SOUTH TOWER CONTRA COSTA COUNTY TRANSMISSION LINE^Other Name



07-4565-001^Survey Number | CAMP STONEMAN MILITARY CHAPEL, COMMUNITY UNITED PRESBYTERIAN^Other

07-4565-001^Survey Number

07-4565-001^Survey Number

BUILDING 35, PITTSBURG X-RAY FACILITY, USN WPNSTASB DET^Other Name

07-4565-001^Survey Number

07-4565-001^Survey Number

07-4565-001^Survey Number

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07-4565-001^Survey Number  
07-4565-001^Survey Number  
07-4565-001^Survey Number  
07-4565-001^Survey Number  
Coast County Gas and Electric^Official Historic Name

07-4565-001^Survey Number  
  
07-4565-001^Survey Number  
07-4565-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number | RODGERS RANCHHOUSE, PATRICK RODGERS FARMHOUSE^Other Name

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

07-4523-001^Survey Number

DORNAN DRIVE TUNNEL^Other Name

NAVAL FUEL DEPOT^Other Name | POINT MOLATE^Other Name

POINT MOLATE NAVAL FUEL DEPOT^Other Name

POINT MOLATE NAVAL FUEL DEPOT^Other Name  
POINT MOLATE NAVAL FUEL DEPOT^Other Name

TONGASS^Other Name



GOMPERS HIGH SCHOOL^Other Name



Pullman Company Shops^Official Historic Name | Tradeway Carpet Center^Other Name

RICHMOND PUBLIC LIBRARY; CARNEGIE LIBRARY; RICHMOND MUSEUM^Other Name



COMMUNITY BUILDING^Other Name  
KAISER PERMANENETE^Other Name

EAST BROTHER LIGHT STATION, LIGHT STATION THEMATIC GROUPING^Other Name

PARENTHETICAL NUMBER EQUALS NUMBER OF RESOURCES REPRESENTED^Survey Number | TYPE 1 GROUP (17)'  
ATCHISON VILLAGE DEFENSE HOUSING PROJECT^Other Name  
PARENTHETICAL NUMBER EQUALS NUMBER OF RESOURCES REPRESENTED^Survey Number | TYPE 3 GROUP (55)'  
#46^Other Name | PARENTHETICAL NUMBER EQUALS NUMBER OF RESOURCES REPRESENTED^Survey Number | `'  
PARENTHETICAL NUMBER EQUALS NUMBER OF RESOURCES REPRESENTED^Survey Number | TYPE 5 GROUP (19)'

NEW HOTEL CARQUINEZ, HOTEL DON, CARQUINEZ HOTEL^Other Name

65000893^NPS DOE | ASSEMBLY PLANT, RICHMOND FORD MOTOR COMPANY^Other Name | NPS-88000919-00C

RUTH C POWERS CHILD DEV CTR^Other Name

PT RICHMOND HOUSE^Other Name

BROOKSIDE COMMUNITY^Other Name

SOCIEDAD CATOLICA REGIONAL GUADALUPANA, GUADALUPANA HALL^Other Name



Richmond Shipyard No. 3^Official Historic Name

PORT OPERATIONS^Other Name

ITALIAN AMERICAN ASSOCIATION^Other Name





POINT MOLATE^Other Name | WINEHAVEN^Official Historic Name

34735^NPS DOE

NPS-79000472-0048^National Register | PT RICHMOND OLD BANK^Other Name

NPS-79000472-9999^National Register

U.S. WHALING STATION, INDEPENDENT RENDERERS INCORPORATED^Other Name

Alviso or Schilling Arden Salt Company^Official Historic Name | Alviso Salt Works Pond A18^Other Name

07-4806-001^Survey Number  
07-4806-001^Survey Number

07-4806-001^Survey Number | ST PAULS CATHOLIC CHURCH & GRAVEYARD, ST PAULS CATHOLIC CHUR^Other Na  
07-4806-001^Survey Number

07-4806-001^Survey Number

07-4806-001^Survey Number

07-4806-001^Survey Number

07-4806-001^Survey Number  
07-4806-001^Survey Number

07-4806-001^Survey Number

84-PITTSBURG-SAN MATEO LINE^Other Name

07-4583-001^Survey Number

07-4583-001^Survey Number

07-4583-001^Survey Number

07-4583-001^Survey Number

BANCROFT RESIDENCE^Other Name



WALNUT CREEK EAST MAINTENANCE STATION GAS & OIL HOUSE^Other Name

WALNUT CREEK SOUTHERN PACIFIC RAILROAD DEPOT^Other Name

DOLLAR, DOLLAR SENIOR, SENIOR DOLLAR CLUBHOUSE, STANLEY DOLLAR HOUSE^Other Name | NPS-13000472-C

Church^Other Name

CHAPEL OF ST PAUL'S EPISCOPAL CHURCH^Other Name

T-Mobile West, LLC Candidate BA01208A^Other Name  
SHADELANDS RANCH HISTORICAL MUSEUM^Other Name



501 B ST	ANTIOCH
2708 BAUTISTA ST	ANTIOCH
2709 BAUTISTA ST	ANTIOCH
2400 BEASLEY AVE	ANTIOCH
2405 BEASLEY AVE	ANTIOCH
2406 BEASLEY AVE	ANTIOCH
119 BEEDE HOUSE RD	ANTIOCH
1947 BIRCH AVE	ANTIOCH
2700 BONITA AVE	ANTIOCH
2701 BONITA AVE	ANTIOCH
2705 BONITA AVE	ANTIOCH
11 BRYAN AVE	ANTIOCH
13 BRYAN AVE	ANTIOCH
14 BRYAN AVE	ANTIOCH
15 BRYAN AVE	ANTIOCH
16 BRYAN AVE	ANTIOCH
18 BRYAN AVE	ANTIOCH
20 BRYAN AVE	ANTIOCH
22 BRYAN AVE	ANTIOCH
24 BRYAN AVE	ANTIOCH
25 BRYAN AVE	ANTIOCH
26 BRYAN AVE	ANTIOCH
28 BRYAN AVE	ANTIOCH
30 BRYAN AVE	ANTIOCH
32 BRYAN AVE	ANTIOCH
34 BRYAN AVE	ANTIOCH
36 BRYAN AVE	ANTIOCH
9 BRYAN AVE	ANTIOCH
Buchanan Rd	Antioch
1811 C ST	ANTIOCH
2708 CAPISTRANO ST	ANTIOCH
2709 CAPISTRANO ST	ANTIOCH
2736 CAPISTRANO ST	ANTIOCH
87 CATALINE AVE	ANTIOCH
99 CATALINE AVE	ANTIOCH
1945 Cavallo Rd	Antioch
3517 CLAYBURN RD	ANTIOCH
2509 D ST	ANTIOCH
2518 D ST	ANTIOCH
2713 D ST	ANTIOCH
2721 D ST	ANTIOCH
3610 DELTA FAIR BLVD	ANTIOCH
2405 DIABLO AVE	ANTIOCH
2406 DIABLO AVE	ANTIOCH
2700 DOLORES ST	ANTIOCH
2709 DOLORES ST	ANTIOCH
20 DRAKE ST	ANTIOCH

208 DRAKE ST	ANTIOCH
210 DRAKE ST	ANTIOCH
214 DRAKE ST	ANTIOCH
218 DRAKE ST	ANTIOCH
22 DRAKE ST	ANTIOCH
222 DRAKE ST	ANTIOCH
224 DRAKE ST	ANTIOCH
228 DRAKE ST	ANTIOCH
230 DRAKE ST	ANTIOCH
28 DRAKE ST	ANTIOCH
308 DRAKE ST	ANTIOCH
310 DRAKE ST	ANTIOCH
316 DRAKE ST	ANTIOCH
318 DRAKE ST	ANTIOCH
322 DRAKE ST	ANTIOCH
324 DRAKE ST	ANTIOCH
330 DRAKE ST	ANTIOCH
334 DRAKE ST	ANTIOCH
338 DRAKE ST	ANTIOCH
34 DRAKE ST	ANTIOCH
440 DRAKE ST	ANTIOCH
442 DRAKE ST	ANTIOCH
444 DRAKE ST	ANTIOCH
508 DRAKE ST	ANTIOCH
514 DRAKE ST	ANTIOCH
538 DRAKE ST	ANTIOCH
600 DRAKE ST	ANTIOCH
602 DRAKE ST	ANTIOCH
612 DRAKE ST	ANTIOCH
614 DRAKE ST	ANTIOCH
616 DRAKE ST	ANTIOCH
3 E MADILL CT	ANTIOCH
4 E MADILL CT	ANTIOCH
5 E MADILL CT	ANTIOCH
10 E MADILL ST	ANTIOCH
160 E MADILL ST	ANTIOCH
6 E MADILL ST	ANTIOCH
8 E MADILL ST	ANTIOCH
512 E ST	ANTIOCH
708 E ST	ANTIOCH
208 E TREGALLAS RD	ANTIOCH
212 E TREGALLAS RD	ANTIOCH
220 E TREGALLAS RD	ANTIOCH
2710 E TREGALLAS RD	ANTIOCH
2714 E TREGALLAS RD	ANTIOCH
2716 E TREGALLAS RD	ANTIOCH
310 E TREGALLAS RD	ANTIOCH

318 E TREGALLAS RD	ANTIOCH
320 E TREGALLAS RD	ANTIOCH
322 E TREGALLAS RD	ANTIOCH
324 E TREGALLAS RD	ANTIOCH
328 E TREGALLAS RD	ANTIOCH
332 E TREGALLAS RD	ANTIOCH
850 E TREGALLAS RD	ANTIOCH
2708 EL REY ST	ANTIOCH
2709 EL REY ST	ANTIOCH
1903 EVERGREEN AVE	ANTIOCH
1920 EVERGREEN AVE	ANTIOCH
200 F ST	ANTIOCH
519 F ST	ANTIOCH
1018 FITZUREN RD	ANTIOCH
909 FITZUREN RD	ANTIOCH
G ST	ANTIOCH
2304 G ST	ANTIOCH
3256 G St	Antioch
601 G ST	ANTIOCH
623 G ST	ANTIOCH
2701 GARROW DR	ANTIOCH
2515 GERN LANE	ANTIOCH
101 H ST	ANTIOCH
414 H ST	ANTIOCH
924 HAWTHORNE AVE	ANTIOCH
925 HAWTHORNE AVE	ANTIOCH
2512 LINDBERG ST	ANTIOCH
2515 LINDBERG ST	ANTIOCH
LONE TREE WY	ANTIOCH
3300 LONGVIEW RD	ANTIOCH
2311 MCGINLEY AVE	ANTIOCH
2312 MCGINLEY AVE	ANTIOCH
2313 MCGINLEY AVE	ANTIOCH
217 ROSSI AVE	ANTIOCH
Somersville Rd	Antioch
SOMERSVILLE RD	ANTIOCH
2532 SOMERSVILLE RD	ANTIOCH
926 ST FRANCES DR	ANTIOCH
2700 STAMM DR	ANTIOCH
2701 STAMM DR	ANTIOCH
105 SUNSET DR	ANTIOCH
109 SUNSET DR	ANTIOCH
113 SUNSET DR	ANTIOCH
117 SUNSET DR	ANTIOCH
1208 SUNSET DR	ANTIOCH
121 SUNSET DR	ANTIOCH
1214 SUNSET DR	ANTIOCH

131 SUNSET DR	ANTIOCH
15 SUNSET DR	ANTIOCH
17 SUNSET DR	ANTIOCH
19 SUNSET DR	ANTIOCH
203 SUNSET DR	ANTIOCH
207 SUNSET DR	ANTIOCH
21 SUNSET DR	ANTIOCH
211 SUNSET DR	ANTIOCH
215 SUNSET DR	ANTIOCH
23 SUNSET DR	ANTIOCH
2401 SUNSET DR	ANTIOCH
2404 SUNSET DR	ANTIOCH
2405 SUNSET DR	ANTIOCH
25 SUNSET DR	ANTIOCH
2509 SUNSET DR	ANTIOCH
27 SUNSET DR	ANTIOCH
29 SUNSET DR	ANTIOCH
31 SUNSET DR	ANTIOCH
33 SUNSET DR	ANTIOCH
37 SUNSET DR	ANTIOCH
39 SUNSET DR	ANTIOCH
41 SUNSET DR	ANTIOCH
43 SUNSET DR	ANTIOCH
45 SUNSET DR	ANTIOCH
47 SUNSET DR	ANTIOCH
49 SUNSET DR	ANTIOCH
51 SUNSET DR	ANTIOCH
2846 SUNSET LANE	ANTIOCH
10 TEXAS ST	ANTIOCH
11 TEXAS ST	ANTIOCH
21 TEXAS ST	ANTIOCH
33 TEXAS ST	ANTIOCH
39 TEXAS ST	ANTIOCH
623 TEXAS ST	ANTIOCH
2809 Vista Wy	Antioch
1400 W 10th ST	Antioch
517 W 15TH ST	ANTIOCH
507 W 16TH ST	ANTIOCH
524 W 16TH ST	ANTIOCH
815 W 1ST ST	ANTIOCH
815 W 1ST ST	ANTIOCH
815 W 1ST ST	ANTIOCH
815 W 1ST ST	ANTIOCH
816 W 1ST ST	ANTIOCH
107 W 20th St	Antioch
118 W 20TH ST	ANTIOCH
W 2ND ST	ANTIOCH

W 2ND ST	ANTIOCH
502 W 2ND ST	ANTIOCH
512 W 2ND ST	ANTIOCH
W 3RD ST	ANTIOCH
W 3RD ST	ANTIOCH
1200 W 4TH ST	ANTIOCH
1500 W 4TH ST	ANTIOCH
220 W 4TH ST	ANTIOCH
314 W 4TH ST	ANTIOCH
601 W 4TH ST	ANTIOCH
905 W 5TH ST	ANTIOCH
W 6TH ST	ANTIOCH
119 W 6TH ST	ANTIOCH
219 W 6TH ST	ANTIOCH
504 W 6TH ST	ANTIOCH
905 W 6TH ST	ANTIOCH
319 W 7TH ST	ANTIOCH
516 W 8TH ST	ANTIOCH
714 W 8TH ST	ANTIOCH
714 W 8TH ST	ANTIOCH
801 W 8TH ST	ANTIOCH
515 W 9TH ST	ANTIOCH
712 W 9TH ST	ANTIOCH
800 W 9TH ST	ANTIOCH
1 W MADILL CR	ANTIOCH
2 W MADILL CR	ANTIOCH
3 W MADILL CR	ANTIOCH
2707 W TREGALLAS RD	ANTIOCH
297 W TREGALLAS RD	ANTIOCH
299 W TREGALLAS RD	ANTIOCH
312 W TREGALLAS RD	ANTIOCH
326 W TREGALLAS RD	ANTIOCH
330 W TREGALLAS RD	ANTIOCH
3 W WIGHTMAN CT	ANTIOCH
4 W WIGHTMAN CT	ANTIOCH
5 W WIGHTMAN CT	ANTIOCH
7 W WIGHTMAN CT	ANTIOCH
9 W WIGHTMAN CT	ANTIOCH
WILBUR AVE	ANTIOCH
WILBUR AVE	ANTIOCH
2301 Wilbur Ave	Antioch
4551 WILD HORSE RD	ANTIOCH
35 ANCHOR DR	BAY POINT
88 BEACH DR	BAY POINT
2946 Clearland Cir	Bay Point
284 CLEVELAND AVE	BAY POINT
296 Franklin Ave	Bay Point



136 HILL ST	BAY POINT
74 HILL ST	BAY POINT
52 INLET DR	BAY POINT
57 Inlet Dr	Bay Point
248 MADISON AVE	BAY POINT
154 MANOR DR	BAY POINT
161 MARYS AVE	BAY POINT
10 MOUNTAIN VIEW AVE	BAY POINT
91 MOUNTAIN VIEW AVE	BAY POINT
434 PACIFICA AVE	BAY POINT
761 Port Chicago Highway	Bay Point
114 Sharon Pl	Bay Point
536 SHORE RD	BAY POINT
49 SURF VIEW	BAY POINT
50 SURF VIEW DR	BAY POINT
52 WHARF DR	BAY POINT
3105 WILLOW PASS RD	BAY POINT
	BETHEL ISLAND
BETHEL ISLAND RD	BETHEL ISLAND
5500 BETHEL ISLAND RD	BETHEL ISLAND
5800 BETHEL ISLAND RD	BETHEL ISLAND
5980 BETHEL ISLAND RD	BETHEL ISLAND
5993 BETHEL ISLAND RD	BETHEL ISLAND
5993 BETHEL ISLAND RD	BETHEL ISLAND
5998 BETHEL ISLAND RD	BETHEL ISLAND
5999 BETHEL ISLAND RD	BETHEL ISLAND
6065 BETHEL ISLAND RD	BETHEL ISLAND
6075 BETHEL ISLAND RD	BETHEL ISLAND
6080 BETHEL ISLAND RD	BETHEL ISLAND
6111 BETHEL ISLAND RD	BETHEL ISLAND
Dutch Slough Rd	BETHEL ISLAND
3012 DUTCH SLOUGH RD	BETHEL ISLAND
3030 DUTCH SLOUGH RD	BETHEL ISLAND
3042 DUTCH SLOUGH RD	BETHEL ISLAND
3080 DUTCH SLOUGH RD	BETHEL ISLAND
3100 DUTCH SLOUGH RD	BETHEL ISLAND
4090 GATEWAY RD	BETHEL ISLAND
10 RIVERVIEW PLACE RD	BETHEL ISLAND
60 SUNSET RD	BETHEL ISLAND
	Brentwood
600 1ST ST	BRENTWOOD
538 2ND ST	BRENTWOOD
929 2ND ST	BRENTWOOD
8265 BRENTWOOD BLVD	BRENTWOOD
CYPRESS RD	BRENTWOOD
615 INDIANA AVE	BRENTWOOD
MARSH CREEK RD	BRENTWOOD











16TH ST	CONCORD
17TH ST	CONCORD
17TH ST	CONCORD
17TH ST	CONCORD
17TH ST	CONCORD
1ST ST	CONCORD
1724 5TH ST	CONCORD
6TH ST	CONCORD
6TH ST	CONCORD
6TH ST	CONCORD
9TH ST	CONCORD
9TH ST	CONCORD
9TH ST	CONCORD
9TH ST	CONCORD
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2050 ADOBE ST	CONCORD
2001 ALMOND AVE	CONCORD
1721 AMADOR AVE	CONCORD
1197 ARCH CT	CONCORD
2737 ARGYLL AVE	CONCORD
1368 Babel LN	Concord
3033 BONIFACIO ST	CONCORD
3224 BONIFACIO ST	CONCORD
970 BONNIE CLARE LANE	CONCORD

1370 CANTERBURY DR	CONCORD
1881 CARLOTTA DR	CONCORD
2001 CEDAR ST	CONCORD
4864 CHEROKEE DR	CONCORD
Christenbury Rd	Concord
Christenbury Rd	Concord
CHRISTENBURY RD	CONCORD
4200 CHURCHILL DR	CONCORD
Claycord Ave	Concord
1585 CLAYTON RD	CONCORD
4000 Clayton Rd	Concord
1859 CLAYTON WY	CONCORD
1849 CLEVELAND CT	CONCORD
CLYMER CT	CONCORD
CLYMER CT	CONCORD
CLYMER CT	CONCORD
1714 Colfax St	Concord
1465 CONCORD AVE	CONCORD
Concord Blvd	Concord
Concord Blvd	Concord
Concord Blvd	Concord
Concord Blvd	Concord
Concord Blvd	Concord
5252 CONCORD BLVD	CONCORD
107 CORDOVA WY	CONCORD
Cowell Rd	Concord
2612 CRYSTAL AVE	CONCORD
2612 CRYSTAL DR	CONCORD
D ST	CONCORD
D ST	CONCORD
1420 Danzig Plaza	Concord
1420 DANZIG PLAZA	CONCORD
DAVIDSON RD	CONCORD
1499 DAVIS AVE	CONCORD
1030 DETROIT AVE	CONCORD
2614 E Olivera Rd	Concord
E ST	CONCORD
2360 EAST ST	CONCORD
2742 Eastgate Ave	Concord
2773 EASTGATE AVE	CONCORD
2707 EDWARD AVE	CONCORD
ENTERPRISE CT	CONCORD
ENTERPRISE CT	CONCORD
ENTERPRISE CT	CONCORD
ENTERPRISE CT	CONCORD
Esperanza Dr	Concord
Esperanza Dr	Concord



3182 Fitzpatrick Dr	Concord
1381 FRANQUETTE AVE	CONCORD
1381 Franquette Ave	Concord
1440 Franquette Ave	Concord
1440 FRANQUETTE AVE	CONCORD
1480 FRANQUETTE AVE	CONCORD
1480 Franquette Ave	Concord
163 GALLOWAY DR	CONCORD
1561 GARCEZ DR	CONCORD
1826 GRANADA DR	CONCORD
2061 GRANT ST	CONCORD
2108 GRANT ST	CONCORD
2108 GRANT ST	CONCORD
2390 GRANT ST	CONCORD
3119 GRANT ST	CONCORD
3142 GRANT ST	CONCORD
H ST	CONCORD
H ST	CONCORD
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HAMILTON AVE	CONCORD
HAMILTON AVE	CONCORD
HAMILTON AVE	CONCORD







PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
PEARL AVE	CONCORD
4366 PEMBROKE DR	CONCORD
Pine Hollow Rd	Concord
Pine Hollow Rd	Concord
Pine Hollow Rd	Concord
Pine Hollow Rd	Concord
PORT CHICAGO SR	CONCORD
3375 PORT CHICAGO SR	CONCORD
2050 Riley Ct	Concord
890 ROBIN LN	CONCORD
4007 ROLAND DR	CONCORD
1300 ROSEMARY LANE	CONCORD
SAIPAN ST	CONCORD
SAIPAN ST	CONCORD
SAIPAN ST	CONCORD
SAIPAN ST	CONCORD
SAIPAN ST	CONCORD
2440 SALVIO ST	CONCORD
821 SAN MIGUEL RD	CONCORD
1981 SAN VINCENTE DR	CONCORD
3463 Sanford St	Concord
727 SANTA ANA LANE	CONCORD
SHANER RD	CONCORD
SHANER RD	CONCORD
SR 242	CONCORD
SR 4	CONCORD
SR 4	CONCORD
2243 ST GEORGE DR	CONCORD
2255 St George Dr	Concord
1 Sun Valley Mall	Concord
Sunshine Dr	Concord
SURIAGO AVE	CONCORD
SURIAGO AVE	CONCORD
SURIAGO AVE	CONCORD
SURIAGO AVE	CONCORD
SURIAGO AVE	CONCORD
1561 Sutherland Ct	Concord
3112 THE ALAMEDA	CONCORD
Treat Blvd	Concord
Treat Blvd	Concord

3165 TREAT BLVD	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
TULAGI ST	CONCORD
2491 UPLAND DR	CONCORD
3640 Vancouver Wy	Concord
1121 Virginia Ln	Concord
1140 Virginia Ln	Concord
320 WELINGTON AVE	CONCORD
1820 WHITMAN RD	CONCORD
1320 WILLOW PASS RD	CONCORD
1653 WILLOW PASS RD	CONCORD
2080 WILLOW PASS RD	CONCORD
3225 WILLOW PASS RD	CONCORD
3225 WILLOW PASS RD	CONCORD
3225 WILLOW PASS RD	CONCORD
1034 1ST AVE	CROCKETT
515 1ST AVE	CROCKETT
519 1ST AVE	CROCKETT
524 1ST AVE	CROCKETT
605 1ST AVE	CROCKETT
624 1ST AVE	CROCKETT
507 2ND AVE	CROCKETT
510 2ND AVE	CROCKETT
513 2ND AVE	CROCKETT
733 6TH AVE	CROCKETT
815 7TH AVE	CROCKETT
822 7TH AVE	CROCKETT
827 7TH AVE	CROCKETT
837 7TH AVE	CROCKETT
856 7TH AVE	CROCKETT
901 7TH AVE	CROCKETT
913 7TH AVE	CROCKETT
925 7TH AVE	CROCKETT
935 7TH AVE	CROCKETT
CARQUINEZ STRAIT	CROCKETT
1402 CERES ST	CROCKETT
1419 CERES ST	CROCKETT
1424 CERES ST	CROCKETT
1505 CERES ST	CROCKETT
1517 CERES ST	CROCKETT
1525 CERES ST	CROCKETT
1837 COLUMBUS ST	CROCKETT

28 DEL MAR CR	CROCKETT
1614 FLORA ST	CROCKETT
1624 FLORA ST	CROCKETT
1849 JOHNSON AVE	CROCKETT
87 KENDALL AVE	CROCKETT
517 LORING AVE	CROCKETT
830 LORING AVE	CROCKETT
POMONA ST	CROCKETT
POMONA ST	CROCKETT
1500 POMONA ST	CROCKETT
1528 POMONA ST	CROCKETT
1534 POMONA ST	CROCKETT
1535 POMONA ST	CROCKETT
1603 POMONA ST	CROCKETT
1617 POMONA ST	CROCKETT
1629 POMONA ST	CROCKETT
1633 POMONA ST	CROCKETT
1726 POMONA ST	CROCKETT
1736 POMONA ST	CROCKETT
1748 POMONA ST	CROCKETT
1761 POMONA ST	CROCKETT
1762 POMONA ST	CROCKETT
1798 POMONA ST	CROCKETT
1811 POMONA ST	CROCKETT
1853 POMONA ST	CROCKETT
1859 POMONA ST	CROCKETT
624 PORT ST	CROCKETT
714 PORT ST	CROCKETT
724 PORT ST	CROCKETT
20 ROLPH DR	CROCKETT
SR 80	CROCKETT
1215 STARR ST	CROCKETT
1225 STARR ST	CROCKETT
225 VIRGINIA ST	CROCKETT
235 VIRGINIA ST	CROCKETT
291 VIRGINIA ST	CROCKETT
1932 VISTA DEL RIO ST	CROCKETT
1200 WANDA ST	CROCKETT
1211 WANDA ST	CROCKETT
1215 WANDA ST	CROCKETT
1223 WANDA ST	CROCKETT
1237 WANDA ST	CROCKETT
1316 WANDA ST	CROCKETT
1322 WANDA ST	CROCKETT
1334 WANDA ST	CROCKETT
1403 WANDA ST	CROCKETT
1412 WANDA ST	CROCKETT

1765 WANDA ST	CROCKETT
1781 WANDA ST	CROCKETT
1795 WANDA ST	CROCKETT
1809 WANDA ST	CROCKETT
1821 WANDA ST	CROCKETT
1833 WANDA ST	CROCKETT
285 Lake Merced Blvd	Daly City
3500 BLACKHAWK RD	DANVILLE
2900 CAMINO TASSAJARA	DANVILLE
2901 CAMINO TASSAJARA	DANVILLE
1650 Finley Rd	Danville
1650 Finley Rd	Danville
1650 Finley Rd	Danville
1650 Finley Rd	Danville
201 FRONT ST	DANVILLE
223 FRONT ST	DANVILLE
279 FRONT ST	DANVILLE
GREEN VALLEY RD	DANVILLE
HANSEN LANE	DANVILLE
1000 Kuss Rd	Danville
1000 KUSS RD	DANVILLE
LOVE LANE	DANVILLE
355 RAILROAD AVE	DANVILLE
811 SAN RAMON BLVD	DANVILLE
SUMMIT RD	DIABLO
SUMMIT RD	DIABLO
1101 ARLINGTON BLVD	EL CERRITO
1520 ARLINGTON BLVD	EL CERRITO
5804 AVILA AVE	EL CERRITO
801 BATES AVE	EL CERRITO
5810 CHARLES AVE	EL CERRITO
5815 CUTTING BLVD	EL CERRITO
6630 CUTTING BLVD	EL CERRITO
7311 DONAL AVE	EL CERRITO
2302 EDITH ST	EL CERRITO
160 El Centro Plaza	El Cerrito
1715 ELM ST	EL CERRITO
1760 Elm St	El Cerrito
1760 Elm St	El Cerrito
1760 Elm St	El Cerrito
1760 Elm St	El Cerrito
1760 Elm St	El Cerrito
1760 Elm St	El Cerrito
1314 EVERETT ST	EL CERRITO
6317 FAIRMONT AVE	EL CERRITO
7209 FAIRMONT AVE	EL CERRITO
609 KEARNEY ST	EL CERRITO



825 KEARNEY ST	EL CERRITO
1710 LIBERTY ST	EL CERRITO
1332 NAVELLIER ST	EL CERRITO
557 NORVELL ST	EL CERRITO
754 NORVELL ST	EL CERRITO
6431 PORTOLA DR	EL CERRITO
6495 PORTOLA DR	EL CERRITO
10057 SAN PABLO AVE	EL CERRITO
10086 SAN PABLO AVE	EL CERRITO
10102 SAN PABLO AVE	EL CERRITO
10116 SAN PABLO AVE	EL CERRITO
10203 San Pablo Ave	El Cerrito
10848 SAN PABLO AVE	EL CERRITO
11337 SAN PABLO AVE	EL CERRITO
11440 SAN PABLO AVE	EL CERRITO
11915 SAN PABLO AVE	EL CERRITO
2617 SONOMA AVE	EL CERRITO
6830 STOCKTON AVE	EL CERRITO
854 ALLVIEW AVE	EL SOBRANTE
994 ALLVIEW AVE	EL SOBRANTE
4653 CANYON RD	EL SOBRANTE
5530 CIRCLE DR	EL SOBRANTE
3957 COLINA RD	EL SOBRANTE
4526 ELMWOOD RD	EL SOBRANTE
4638 HILLTOP DR	EL SOBRANTE
4435 Jana Vista Rd	El Sobrante
3974 LA COLINA RD	EL SOBRANTE
4210 San Pablo Dam Rd	El Sobrante
3905 SAN PABLO DAM RD	EL SOBRANTE
4319 San Pablo Dam Rd	El Sobrante
4736 SAN PABLO DAM RD	EL SOBRANTE
4139 SANTA RITA RD	EL SOBRANTE
4056 ST JAMES DR	EL SOBRANTE
435 VALLEY VIEW DR	EL SOBRANTE
	HERCULES
7 BAY ST	HERCULES
HERCULES AVE	HERCULES
135 KINGS AVE	HERCULES
160 KINGS AVE	HERCULES
54 KINGS AVE	HERCULES
56 KINGS AVE	HERCULES
8100 KINGS AVE	HERCULES
8101 KINGS AVE	HERCULES
8103 KINGS AVE	HERCULES
8111 KINGS AVE	HERCULES
8118 KINGS AVE	HERCULES
9302 LOW LEVEL PLANT RD	HERCULES

9701 LOW LEVEL PLANT RD	HERCULES
34 PARK ST	HERCULES
37 PARK ST	HERCULES
38 PARK ST	HERCULES
39 PARK ST	HERCULES
47 PARK ST	HERCULES
48 PARK ST	HERCULES
2110 Pheasant Dr	Hercules
10 PINOLE ST	HERCULES
12 PINOLE ST	HERCULES
16 PINOLE ST	HERCULES
17 PINOLE ST	HERCULES
18 PINOLE ST	HERCULES
4 PINOLE ST	HERCULES
102 RAILROAD AVE	HERCULES
129 RAILROAD AVE	HERCULES
132 RAILROAD AVE	HERCULES
133 RAILROAD AVE	HERCULES
69 RAILROAD AVE	HERCULES
SANTA FE AVE	HERCULES
19 SANTA FE AVE	HERCULES
20 SANTA FE AVE	HERCULES
21 SANTA FE AVE	HERCULES
23 SANTA FE AVE	HERCULES
24 SANTA FE AVE	HERCULES
27 SANTA FE AVE	HERCULES
30 SANTA FE AVE	HERCULES
62 SANTA FE AVE	HERCULES
SR 80	HERCULES
200 WATERFRONT	HERCULES
212 COLGATE AVE	KENSINGTON
367 COLUSA AVE	KENSINGTON
152 HIGHLAND BLVD	KENSINGTON
DELTA RD	KNIGHTSEN
5670 DELTA RD	KNIGHTSEN
HOLLAND TRACT RD	KNIGHTSEN
Sandmound Blvd	Knightsen
1199 Dunsyre Dr	Lafayette
3454 Hamlin Rd	Lafayette
270 LAYAFETTE CR	LAFAYETTE
3410 MORAGA BLVD	LAFAYETTE
3512 MORAGA BLVD	LAFAYETTE
3306 MORAGA RD	LAFAYETTE
955 MORAGA RD	LAFAYETTE
3565 MT DIABLO BLVD	LAFAYETTE
3525 PLAZA WY	LAFAYETTE
3531 PLAZA WY	LAFAYETTE



4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
4202 ALHAMBRA AVE	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5020 ALHAMBRA VALLEY RD	MARTINEZ
5031 ALHAMBRA VALLEY RD	MARTINEZ
5830 ALHAMBRA VALLEY RD	MARTINEZ
5835 ALHAMBRA VALLEY RD	MARTINEZ
ALHAMBRA VALLEY RD ALHAMBRA VALLEY RD	MARTINEZ
615 ARCH ST	MARTINEZ
1785 ARNOLD DR	MARTINEZ
2034 ARNOLD DR	MARTINEZ
120 ARTHUR RD	MARTINEZ
140 ARTHUR RD	MARTINEZ
190 ARTHUR RD	MARTINEZ
399 ARTHUR RD	MARTINEZ
493 ARTHUR RD	MARTINEZ
497 ARTHUR RD	MARTINEZ
75 ARTHUR RD	MARTINEZ
15 BARBER LANE	MARTINEZ
BERRELLESA ST	MARTINEZ
100 BUCKLEY ST	MARTINEZ
4249 CABRILHO DR	MARTINEZ
770 CARQUINEZ SCENIC DR	MARTINEZ
1518 Center Ave	Martinez
1314 CHESTNUT ST	MARTINEZ
100 CHURCH ST	MARTINEZ
500 Court St	Martinez
625 COURT ST	MARTINEZ
630 COURT ST	MARTINEZ
700 Court St	Martinez
725 COURT ST	MARTINEZ
740 COURT ST	MARTINEZ
815 COURT ST	MARTINEZ
CUMMINGS SKYWAY	MARTINEZ
1404 DATE ST	MARTINEZ
1005 ESCOBAR ST	MARTINEZ

110 ESCOBAR ST	MARTINEZ
330 FERRY ST	MARTINEZ
401 FERRY ST	MARTINEZ
234 FOSTER ST	MARTINEZ
614 GREEN ST	MARTINEZ
305 HAVEN ST	MARTINEZ
525 HENRIETTA ST	MARTINEZ
401 Heron LN	Martinez
4742 HOWARD AVE	MARTINEZ
908 JONES ST	MARTINEZ
1990 LA SALLE ST	MARTINEZ
951 LEMON ST	MARTINEZ
MAIN ST	MARTINEZ
1801 MARINA VISTA ST	MARTINEZ
235 MARINA VISTA ST	MARTINEZ
295 MILLTHWAIT DR	MARTINEZ
2561 MONTEREY AVE	MARTINEZ
4500 PACHECO BLVD	MARTINEZ
4602 PACHECO BLVD	MARTINEZ
4630 PACHECO BLVD	MARTINEZ
4639 PACHECO BLVD	MARTINEZ
1116 PINE ST	MARTINEZ
824 RICHARDSON DR	MARTINEZ
828 RICHARDSON DR	MARTINEZ
832 RICHARDSON DR	MARTINEZ
836 RICHARDSON DR	MARTINEZ
1435 RICHARDSON ST	MARTINEZ
1634 RICHARDSON ST	MARTINEZ
3410 Ricks Ave	Martinez
3420 Ricks Ave	Martinez
4197 RITA DR	MARTINEZ
1738 Riviera AVE	Martinez
11 ROBINSDALE RD	MARTINEZ
1174 SANTA FE AVE	MARTINEZ
1320 SANTA FE AVE	MARTINEZ
SR 4	MARTINEZ
608 TALBART ST	MARTINEZ
817 TALBART ST	MARTINEZ
1115 VINE ST	MARTINEZ
524 WARD ST	MARTINEZ
CAMINO RICHARDO	MORAGA
2100 DONALD DR	MORAGA
370 PARK ST	MORAGA
348 Rheem Blvd	Moraga
ST MARYS RD	MORAGA
1002 VIADER DR	MORAGA
Sibley Volcanic Preserve	Oakland



102 BERRY DR	PACHECO
104 BERRY DR	PACHECO
106 BERRY DR	PACHECO
110 BERRY DR	PACHECO
5030 BLUM AVE	PACHECO
106 CENTER AVE	PACHECO
218 CENTER AVE	PACHECO
153 HIGH ST	PACHECO
250 MYERS LANE	PACHECO
PACHECO BLVD	PACHECO
4685 PACHECO BLVD	PACHECO
4931 PACHECO BLVD	PACHECO
4961 PACHECO BLVD	PACHECO
4995 PACHECO BLVD	PACHECO
5775 PACHECO BLVD	PACHECO
5831 PACHECO BLVD	PACHECO
5867 PACHECO BLVD	PACHECO
4941 PACHECO RD	PACHECO
55 RUTHERFORD LANE	PACHECO
1112 TEMPLE DR	PACHECO
1114 TEMPLE DR	PACHECO
1116 TEMPLE DR	PACHECO
1118 TEMPLE DR	PACHECO
1120 TEMPLE DR	PACHECO
1122 TEMPLE DR	PACHECO
1124 TEMPLE DR	PACHECO
1126 TEMPLE DR	PACHECO
1128 TEMPLE DR	PACHECO
1130 TEMPLE DR	PACHECO
1132 TEMPLE DR	PACHECO
1134 TEMPLE DR	PACHECO
1136 TEMPLE DR	PACHECO
1138 TEMPLE DR	PACHECO
2319 GRANADA CT	PINOLE
2631 HENRY AVE	PINOLE
759 JOHN ST	PINOLE
769 JOHN ST	PINOLE
335 LEROY AVE	PINOLE
2333 PORTRERO CT	PINOLE
2533 SAMUEL ST	PINOLE
2533 SAMUEL ST	PINOLE
2699 SAMUEL ST	PINOLE
2361 SAN PABLO AVE	PINOLE
2711 SAN PABLO AVE	PINOLE
SR 4	PINOLE
100 TENNENT AVE	PINOLE
	PITTSBURG

	PITTSBURG
	PITTSBURG
	PITTSBURG
	PITTSBURG
	PITTSBURG
	PITTSBURG
	Pittsburg
403 1/2 Locust St	PITTSBURG
1943 1950 ST	PITTSBURG
2112 ABBOTT AVE	PITTSBURG
2105 ABBOTT ST	PITTSBURG
ANDREW AVE	PITTSBURG
109 ARMY ST	PITTSBURG
115 ARMY ST	PITTSBURG
118 ARMY ST	PITTSBURG
121 ARMY ST	PITTSBURG
124 ARMY ST	PITTSBURG
136 ARMY ST	PITTSBURG
141 ARMY ST	PITTSBURG
142 ARMY ST	PITTSBURG
148 ARMY ST	PITTSBURG
149 ARMY ST	PITTSBURG
104 AVON ST	PITTSBURG
111 AVON ST	PITTSBURG
112 AVON ST	PITTSBURG
119 AVON ST	PITTSBURG
120 AVON ST	PITTSBURG
127 AVON ST	PITTSBURG
128 AVON ST	PITTSBURG
135 AVON ST	PITTSBURG
136 AVON ST	PITTSBURG
143 AVON ST	PITTSBURG
144 AVON ST	PITTSBURG
151 AVON ST	PITTSBURG
152 AVON ST	PITTSBURG
160 AVON ST	PITTSBURG
168 AVON ST	PITTSBURG
173 AVON ST	PITTSBURG
174 AVON ST	PITTSBURG
179 AVON ST	PITTSBURG
180 AVON ST	PITTSBURG
187 AVON ST	PITTSBURG
188 AVON ST	PITTSBURG
195 AVON ST	PITTSBURG
591 BAILEY RD	PITTSBURG
605 BAILEY RD	PITTSBURG
611 BAILEY RD	PITTSBURG
615 BAILEY RD	PITTSBURG



671 BAILEY RD	PITTSBURG
79 BAYVIEW AVE	PITTSBURG
1008 BEACON ST	PITTSBURG
1014 BEACON ST	PITTSBURG
1020 BEACON ST	PITTSBURG
1054 BEACON ST	PITTSBURG
1058 BEACON ST	PITTSBURG
35 Bell Dr	Pittsburg
1358 BIRCH ST	PITTSBURG
BLACK DIAMOND ST	PITTSBURG
510 BLACK DIAMOND ST	PITTSBURG
890 BLACK DIAMOND ST	PITTSBURG
BLACK DIAMOND WY	PITTSBURG
105 BLISS AVE	PITTSBURG
545 BLISS AVE	PITTSBURG
546 BLISS AVE	PITTSBURG
548 BLISS AVE	PITTSBURG
845 CENTRAL AVE	PITTSBURG
543 CLARK AVE	PITTSBURG
552 CLARK AVE	PITTSBURG
555 CLARK AVE	PITTSBURG
557 CLARK AVE	PITTSBURG
155 CLYDE AVE	PITTSBURG
156 CLYDE AVE	PITTSBURG
175 CLYDE AVE	PITTSBURG
176 CLYDE AVE	PITTSBURG
3560 Crestview Dr	Pittsburg
CUMBERLAND ST	PITTSBURG
348 CUMBERLAND ST	PITTSBURG
411 CUMBERLAND ST	PITTSBURG
432 E 12th St	Pittsburg
E 3RD ST	PITTSBURG
E 3RD ST	PITTSBURG
150 E 3RD ST	PITTSBURG
160 E 3RD ST	PITTSBURG
190 E 3RD ST	PITTSBURG
200 E 3RD ST	PITTSBURG
10 E 4TH ST	PITTSBURG
124 E 4TH ST	PITTSBURG
153 E 4TH ST	PITTSBURG
163 E 4TH ST	PITTSBURG
190 E 4TH ST	PITTSBURG
201 E 4TH ST	PITTSBURG
E 5TH ST	PITTSBURG
24 E 5TH ST	PITTSBURG
441 E 9TH ST	PITTSBURG
441 E 9TH ST	PITTSBURG

	446 E 9TH ST	PITTSBURG
	449 E 9TH ST	PITTSBURG
	454 E 9TH ST	PITTSBURG
	458 E 9TH ST	PITTSBURG
	458 E 9TH ST	PITTSBURG
	438 E SANTA FE AVE	PITTSBURG
	150 HARBOR CT	PITTSBURG
r Name	HARBOR ST	PITTSBURG
	367 JIMMO AVE	PITTSBURG
	14 Lorraine Ave	Pittsburg
	900 LOS MENDANOS ST	PITTSBURG
	LOVERIDGE RD	PITTSBURG
	1461 LOVERIDGE RD	PITTSBURG
	127 MAC ARTHUR AVE	PITTSBURG
	139 MAC ARTHUR AVE	PITTSBURG
	213 MAC ARTHUR AVE	PITTSBURG
	216 MAC ARTHUR AVE	PITTSBURG
	217 MAC ARTHUR AVE	PITTSBURG
	224 MAC ARTHUR AVE	PITTSBURG
	227 MAC ARTHUR AVE	PITTSBURG
	232 MAC ARTHUR AVE	PITTSBURG
	237 MAC ARTHUR AVE	PITTSBURG
	240 MAC ARTHUR AVE	PITTSBURG
	243 MAC ARTHUR AVE	PITTSBURG
	248 MAC ARTHUR AVE	PITTSBURG
	249 MAC ARTHUR AVE	PITTSBURG
	253 MAC ARTHUR AVE	PITTSBURG
	256 MAC ARTHUR AVE	PITTSBURG
	259 MAC ARTHUR AVE	PITTSBURG
	263 MAC ARTHUR AVE	PITTSBURG
	264 MAC ARTHUR AVE	PITTSBURG
	269 MAC ARTHUR AVE	PITTSBURG
	272 MAC ARTHUR AVE	PITTSBURG
	273 MAC ARTHUR AVE	PITTSBURG
	279 MAC ARTHUR AVE	PITTSBURG
	280 MAC ARTHUR AVE	PITTSBURG
	283 MAC ARTHUR AVE	PITTSBURG
	288 MAC ARTHUR AVE	PITTSBURG
	289 MAC ARTHUR AVE	PITTSBURG
	293 MAC ARTHUR AVE	PITTSBURG
	296 MAC ARTHUR AVE	PITTSBURG
	308 MAC ARTHUR AVE	PITTSBURG
	316 MAC ARTHUR AVE	PITTSBURG
	324 MAC ARTHUR AVE	PITTSBURG
	332 MAC ARTHUR AVE	PITTSBURG
	340 MAC ARTHUR AVE	PITTSBURG
	348 MAC ARTHUR AVE	PITTSBURG

356 MAC ARTHUR AVE	PITTSBURG
364 MAC ARTHUR AVE	PITTSBURG
372 MAC ARTHUR AVE	PITTSBURG
380 MAC ARTHUR AVE	PITTSBURG
396 MAC ARTHUR AVE	PITTSBURG
39 MADISON AVE	PITTSBURG
12 Marlin Dr	Pittsburg
80 MOUNTAIN VIEW AVE	PITTSBURG
84 MOUNTAIN VIEW AVE	PITTSBURG
NORTONVILLE RD	PITTSBURG
2240 Old Creek CIR	Pittsburg
4438 Palo Verde Dr	Pittsburg
PITTSBURG-ANTIOCH HWY	PITTSBURG
11 POINSETTIA AVE	PITTSBURG
292 POWER AVE	PITTSBURG
296 POWER AVE	PITTSBURG
338 POWER AVE	PITTSBURG
408 POWER AVE	PITTSBURG
776 POWER AVE	PITTSBURG
80 POWER AVE	PITTSBURG
820 POWER AVE	PITTSBURG
920 POWER AVE	PITTSBURG
99 POWER AVE	PITTSBURG
RAILROAD AVE	PITTSBURG
RAILROAD AVE	PITTSBURG
1301 RAILROAD AVE	PITTSBURG
1999 RAILROAD AVE	PITTSBURG
2003 RAILROAD AVE	PITTSBURG
2011 RAILROAD AVE	PITTSBURG
2019 RAILROAD AVE	PITTSBURG
2027 RAILROAD AVE	PITTSBURG
2035 RAILROAD AVE	PITTSBURG
2043 RAILROAD AVE	PITTSBURG
2051 RAILROAD AVE	PITTSBURG
2059 RAILROAD AVE	PITTSBURG
2067 RAILROAD AVE	PITTSBURG
2075 RAILROAD AVE	PITTSBURG
2083 RAILROAD AVE	PITTSBURG
2091 RAILROAD AVE	PITTSBURG
2099 RAILROAD AVE	PITTSBURG
301 RAILROAD AVE	PITTSBURG
306 RAILROAD AVE	PITTSBURG
323 RAILROAD AVE	PITTSBURG
324 RAILROAD AVE	PITTSBURG
356 RAILROAD AVE	PITTSBURG
368 RAILROAD AVE	PITTSBURG
371 RAILROAD AVE	PITTSBURG

3865 RAILROAD AVE	PITTSBURG
395 RAILROAD AVE	PITTSBURG
415 RAILROAD AVE	PITTSBURG
430 RAILROAD AVE	PITTSBURG
485 RAILROAD AVE	PITTSBURG
515 RAILROAD AVE	PITTSBURG
53 RAMONA ST	PITTSBURG
292 Rose Ann Ave	Pittsburg
24 S BELLA MONTE AVE	PITTSBURG
415 SANTA FE AVE	PITTSBURG
240 SCHOOL ST	PITTSBURG
188 Thomas Wy	Pittsburg
104 VICTORY AVE	PITTSBURG
113 VICTORY AVE	PITTSBURG
114 VICTORY AVE	PITTSBURG
117 VICTORY AVE	PITTSBURG
123 VICTORY AVE	PITTSBURG
127 VICTORY AVE	PITTSBURG
128 VICTORY AVE	PITTSBURG
133 VICTORY AVE	PITTSBURG
134 VICTORY AVE	PITTSBURG
138 VICTORY AVE	PITTSBURG
140 VICTORY AVE	PITTSBURG
143 VICTORY AVE	PITTSBURG
144 VICTORY AVE	PITTSBURG
148 VICTORY AVE	PITTSBURG
149 VICTORY AVE	PITTSBURG
153 VICTORY AVE	PITTSBURG
159 VICTORY AVE	PITTSBURG
160 VICTORY AVE	PITTSBURG
163 VICTORY AVE	PITTSBURG
169 VICTORY AVE	PITTSBURG
173 VICTORY AVE	PITTSBURG
179 VICTORY AVE	PITTSBURG
183 VICTORY AVE	PITTSBURG
184 VICTORY AVE	PITTSBURG
189 VICTORY AVE	PITTSBURG
193 VICTORY AVE	PITTSBURG
440 W 10TH ST	PITTSBURG
453 W 10TH ST	PITTSBURG
461 W 10TH ST	PITTSBURG
477 W 10TH ST	PITTSBURG
487 W 10TH ST	PITTSBURG
W 4TH ST	PITTSBURG
0 W 6TH ST	PITTSBURG
W 8TH ST	PITTSBURG
W 8TH ST	PITTSBURG





401 27TH ST	RICHMOND
121 2ND ST	RICHMOND
155 2ND ST	RICHMOND
159 2ND ST	RICHMOND
161 2ND ST	RICHMOND
166 2ND ST	RICHMOND
170 2ND ST	RICHMOND
230 2ND ST	RICHMOND
247 2ND ST	RICHMOND
431 2ND ST	RICHMOND
566 2ND ST	RICHMOND
980 31ST ST	RICHMOND
821 33RD ST	RICHMOND
859 33RD ST	RICHMOND
615 34TH ST	RICHMOND
419 35TH ST	RICHMOND
555 37TH ST	RICHMOND
3RD ST	RICHMOND
132 3RD ST	RICHMOND
139 3RD ST	RICHMOND
153 3RD ST	RICHMOND
230 3RD ST	RICHMOND
268 3RD ST	RICHMOND
434 3RD ST	RICHMOND
438 3RD ST	RICHMOND
519 3RD ST	RICHMOND
628 3RD ST	RICHMOND
632 3RD ST	RICHMOND
136 4TH ST	RICHMOND
151 4TH ST	RICHMOND
158 4TH ST	RICHMOND
163 4TH ST	RICHMOND
250 4TH ST	RICHMOND
259 4TH ST	RICHMOND
261 4TH ST	RICHMOND
301 4TH ST	RICHMOND
443 4TH ST	RICHMOND
534 4TH ST	RICHMOND
550 4TH ST	RICHMOND
620 4TH ST	RICHMOND
640 4TH ST	RICHMOND
644 4TH ST	RICHMOND
654 4TH ST	RICHMOND
106 5TH ST	RICHMOND
118 5TH ST	RICHMOND
1837 5TH ST	RICHMOND
223 5TH ST	RICHMOND

10(B)

250 5TH ST	RICHMOND
257 5TH ST	RICHMOND
267 5TH ST	RICHMOND
425 5TH ST	RICHMOND
429 5TH ST	RICHMOND
439 5TH ST	RICHMOND
461 5TH ST	RICHMOND
533 5TH ST	RICHMOND
541 5TH ST	RICHMOND
555 5TH ST	RICHMOND
556 5TH ST	RICHMOND
583 5TH ST	RICHMOND
6th St	Richmond
132 6TH ST	RICHMOND
1536 6TH ST	RICHMOND
169 6TH ST	RICHMOND
228 6TH ST	RICHMOND
561 6TH ST	RICHMOND
565 6TH ST	RICHMOND
603 6TH ST	RICHMOND
640 6TH ST	RICHMOND
658 6TH ST	RICHMOND
669 6TH ST	RICHMOND
749 6TH ST	RICHMOND
866 6TH ST	RICHMOND
22 7TH ST	RICHMOND
303 7TH ST	RICHMOND
510 7th St	Richmond
770 7TH ST	RICHMOND
877 7TH ST	RICHMOND
832 8TH ST	RICHMOND
833 8TH ST	RICHMOND
852 8TH ST	RICHMOND
927 8TH ST	RICHMOND
157 9TH ST	RICHMOND
310 9TH ST	RICHMOND
546 9TH ST	RICHMOND
565 9TH ST	RICHMOND
571 9TH ST	RICHMOND
648 9TH ST	RICHMOND
670 9TH ST	RICHMOND
726 9TH ST	RICHMOND
447 A ST	RICHMOND
719 ALAMO AVE	RICHMOND
808 ALAMO AVE	RICHMOND
201 ALVARADO ST	RICHMOND
214 ALVARADO ST	RICHMOND



215 ALVARADO ST	RICHMOND
218 ALVARADO ST	RICHMOND
233 ARIZONA AVE	RICHMOND
237 ARIZONA AVE	RICHMOND
311 ARIZONA AVE	RICHMOND
318 ARIZONA AVE	RICHMOND
5953 ARLINGTON RD	RICHMOND
613 BANKS DR	RICHMOND
535 Barette Ave	Richmond
1800 BARRETT AVE	RICHMOND
1828 BARRETT AVE	RICHMOND
234 BARRETT AVE	RICHMOND
2600 BARRETT AVE	RICHMOND
330 BARRETT AVE	RICHMOND
334 BARRETT AVE	RICHMOND
414 BARRETT AVE	RICHMOND
1341 BATTERY ST	RICHMOND
1513 BISSELL AVE	RICHMOND
BISSELL AVE	RICHMOND
100 BISSELL AVE	RICHMOND
110 BISSELL AVE	RICHMOND
1108 BISSELL AVE	RICHMOND
120 BISSELL AVE	RICHMOND
1608 BISSELL AVE	RICHMOND
206 BISSELL AVE	RICHMOND
210 BISSELL AVE	RICHMOND
214 BISSELL AVE	RICHMOND
218 BISSELL AVE	RICHMOND
221 BISSELL AVE	RICHMOND
228 BISSELL AVE	RICHMOND
229 BISSELL AVE	RICHMOND
234 BISSELL AVE	RICHMOND
300 BISSELL AVE	RICHMOND
301 BISSELL AVE	RICHMOND
310 BISSELL AVE	RICHMOND
314 BISSELL AVE	RICHMOND
315 BISSELL AVE	RICHMOND
317 BISSELL AVE	RICHMOND
318 BISSELL AVE	RICHMOND
324 BISSELL AVE	RICHMOND
325 BISSELL AVE	RICHMOND
329 BISSELL AVE	RICHMOND
335 BISSELL AVE	RICHMOND
336 BISSELL AVE	RICHMOND
400 BISSELL AVE	RICHMOND
408 BISSELL AVE	RICHMOND
409 BISSELL AVE	RICHMOND

412 BISSELL AVE	RICHMOND
418 BISSELL AVE	RICHMOND
426 BISSELL AVE	RICHMOND
434 BISSELL AVE	RICHMOND
502 BISSELL AVE	RICHMOND
508 BISSELL AVE	RICHMOND
520 BISSELL AVE	RICHMOND
634 BISSELL AVE	RICHMOND
BRICKYARD COVE RD	RICHMOND
260 BROADWAY	RICHMOND
112 BUENA VISTA AVE	RICHMOND
126 BUENA VISTA AVE	RICHMOND
135 BUENA VISTA AVE	RICHMOND
207 BUENA VISTA AVE	RICHMOND
211 BUENA VISTA AVE	RICHMOND
221 BUENA VISTA AVE	RICHMOND
423 C ST	RICHMOND
427 C ST	RICHMOND
1308 CANAL (POINT POTRERO)	RICHMOND
601 Canal Blvd	Richmond
350 Carlson Blvd	Richmond
1963 Carlson Boulevard	Richmond
110 CASTRO ST	RICHMOND
111 CASTRO ST	RICHMOND
122 CASTRO ST	RICHMOND
128 CASTRO ST	RICHMOND
134 CASTRO ST	RICHMOND
200 CASTRO ST	RICHMOND
210 CASTRO ST	RICHMOND
218 CASTRO ST	RICHMOND
224 CASTRO ST	RICHMOND
230 CASTRO ST	RICHMOND
236 CASTRO ST	RICHMOND
2619 CENTER AVE	RICHMOND
1000 CHANSLOR AVE	RICHMOND
1015 CHANSLOR AVE	RICHMOND
108 CHANSLOR AVE	RICHMOND
1108 CHANSLOR AVE	RICHMOND
1210 CHANSLOR AVE	RICHMOND
1225 CHANSLOR AVE	RICHMOND
126 CHANSLOR AVE	RICHMOND
1300 CHANSLOR AVE	RICHMOND
218 CHANSLOR AVE	RICHMOND
230 CHANSLOR AVE	RICHMOND
332 CHANSLOR AVE	RICHMOND
332 CHANSLOR AVE	RICHMOND
333 CHANSLOR AVE	RICHMOND

403 CHANSLOR AVE	RICHMOND
722 CHANSLOR AVE	RICHMOND
726 CHANSLOR AVE	RICHMOND
828 CHANSLOR AVE	RICHMOND
834 CHANSLOR AVE	RICHMOND
425 CHESLEY AVE	RICHMOND
325 CIVIC CENTER PLAZA	RICHMOND
403 CIVIC CENTER PLAZA	RICHMOND
6430 CLAREMONT AVE	RICHMOND
220 CLARENCE ST	RICHMOND
225 CLARENCE ST	RICHMOND
421 CLARENCE ST	RICHMOND
119 CONTRA COSTA ST	RICHMOND
125 CONTRA COSTA ST	RICHMOND
223 CONTRA COSTA ST	RICHMOND
225 CONTRA COSTA ST	RICHMOND
226 CONTRA COSTA ST	RICHMOND
25 CONTRA COSTA ST	RICHMOND
35 CONTRA COSTA ST	RICHMOND
458 CONTRA COSTA ST	RICHMOND
112 COTTAGE AVE	RICHMOND
116 COTTAGE AVE	RICHMOND
120 COTTAGE AVE	RICHMOND
124 COTTAGE AVE	RICHMOND
127 COTTAGE AVE	RICHMOND
130 COTTAGE AVE	RICHMOND
19 COTTAGE AVE	RICHMOND
198 COTTAGE AVE	RICHMOND
201 COTTAGE AVE	RICHMOND
206 COTTAGE AVE	RICHMOND
207 COTTAGE AVE	RICHMOND
211 COTTAGE AVE	RICHMOND
217 COTTAGE AVE	RICHMOND
223 COTTAGE AVE	RICHMOND
227 COTTAGE AVE	RICHMOND
231 COTTAGE AVE	RICHMOND
28 COTTAGE AVE	RICHMOND
36 COTTAGE AVE	RICHMOND
1 CREST AVE	RICHMOND
101 CREST AVE	RICHMOND
111 CREST AVE	RICHMOND
117 CREST AVE	RICHMOND
123 CREST AVE	RICHMOND
23 CREST AVE	RICHMOND
27 CREST AVE	RICHMOND
37 CREST AVE	RICHMOND
41 CREST AVE	RICHMOND

43 CREST AVE	RICHMOND
47 CREST AVE	RICHMOND
53 CREST AVE	RICHMOND
55 CREST AVE	RICHMOND
CURRY ST	RICHMOND
1330 CUTTING BLVD	RICHMOND
1801 CUTTING BLVD	RICHMOND
6825 Del Monte Ave	Richmond
211 DELFINO AVE	RICHMOND
217 DELFINO ST	RICHMOND
1500 DORNAN DR	RICHMOND
E BROTHER ISLAND	RICHMOND
107 E RICHMOND AVE	RICHMOND
111 E RICHMOND AVE	RICHMOND
117 E RICHMOND AVE	RICHMOND
123 E RICHMOND AVE	RICHMOND
205 E RICHMOND AVE	RICHMOND
209 E RICHMOND AVE	RICHMOND
213 E RICHMOND AVE	RICHMOND
215 E RICHMOND AVE	RICHMOND
219 E RICHMOND AVE	RICHMOND
225 E RICHMOND AVE	RICHMOND
231 E RICHMOND AVE	RICHMOND
301 E RICHMOND AVE	RICHMOND
305 E RICHMOND AVE	RICHMOND
311 E RICHMOND AVE	RICHMOND
315 E RICHMOND AVE	RICHMOND
323 E RICHMOND AVE	RICHMOND
33 E RICHMOND AVE	RICHMOND
331 E RICHMOND AVE	RICHMOND
339 E RICHMOND AVE	RICHMOND
35 E RICHMOND AVE	RICHMOND
419 E RICHMOND AVE	RICHMOND
59 E RICHMOND AVE	RICHMOND
221 E SCENIC AVE	RICHMOND
121 EDDY ST	RICHMOND
127 EDDY ST	RICHMOND
129 EDDY ST	RICHMOND
137 EDDY ST	RICHMOND
140 EDDY ST	RICHMOND
144 EDDY ST	RICHMOND
145 EDDY ST	RICHMOND
460 EDDY ST	RICHMOND
1099 Essex Ave	Richmond
1014 FLORIDA AVE	RICHMOND
1912 FLORIDA AVE	RICHMOND
3414 FLORIDA AVE	RICHMOND



714 GOLDEN GATE AVE	RICHMOND
715 GOLDEN GATE AVE	RICHMOND
720 GOLDEN GATE AVE	RICHMOND
724 GOLDEN GATE AVE	RICHMOND
725 GOLDEN GATE AVE	RICHMOND
730 GOLDEN GATE AVE	RICHMOND
733 GOLDEN GATE AVE	RICHMOND
739 GOLDEN GATE AVE	RICHMOND
742 GOLDEN GATE AVE	RICHMOND
743 GOLDEN GATE AVE	RICHMOND
747 GOLDEN GATE AVE	RICHMOND
748 GOLDEN GATE AVE	RICHMOND
751 GOLDEN GATE AVE	RICHMOND
754 GOLDEN GATE AVE	RICHMOND
801 GRIFFEN DR	RICHMOND
119 HARBOUR WY	RICHMOND
159 HARBOUR WY	RICHMOND
25 HARBOUR WY	RICHMOND
261 HARBOUR WY	RICHMOND
322 HARBOUR WY	RICHMOND
331 HARBOUR WY	RICHMOND
332 HARBOUR WY	RICHMOND
400 HARBOUR WY	RICHMOND
539 HARBOUR WY	RICHMOND
1 HARBOUR WY S	RICHMOND
1200 HARBOUR WY S	RICHMOND
1414 HARBOUR WY S	RICHMOND
425 HILLSIDE AVE	RICHMOND
519 HILLSIDE AVE	RICHMOND
10 IDAHO ST	RICHMOND
15 IDAHO ST	RICHMOND
16 IDAHO ST	RICHMOND
17 IDAHO ST	RICHMOND
21 IDAHO ST	RICHMOND
22 IDAHO ST	RICHMOND
25 IDAHO ST	RICHMOND
28 IDAHO ST	RICHMOND
3 IDAHO ST	RICHMOND
31 IDAHO ST	RICHMOND
41 IDAHO ST	RICHMOND
44 IDAHO ST	RICHMOND
45 IDAHO ST	RICHMOND
46 IDAHO ST	RICHMOND
49 IDAHO ST	RICHMOND
54 IDAHO ST	RICHMOND
55 IDAHO ST	RICHMOND
66 IDAHO ST	RICHMOND

68 IDAHO ST	RICHMOND
1175 Joel Court	Richmond
1180 Joel Court	Richmond
611 LUCAS AVE	RICHMOND
621 LUCAS AVE	RICHMOND
1000 MacDonalD Ave	Richmond
1001 MACDONALD AVE	RICHMOND
1009 MACDONALD AVE	RICHMOND
1015 MACDONALD AVE	RICHMOND
1017 MACDONALD AVE	RICHMOND
1025 MACDONALD AVE	RICHMOND
1029 MACDONALD AVE	RICHMOND
111 MACDONALD AVE	RICHMOND
201 MACDONALD AVE	RICHMOND
214 MACDONALD AVE	RICHMOND
230 MACDONALD AVE	RICHMOND
300 MACDONALD AVE	RICHMOND
301 MACDONALD AVE	RICHMOND
322 MACDONALD AVE	RICHMOND
400 MACDONALD AVE	RICHMOND
406 MACDONALD AVE	RICHMOND
420 MACDONALD AVE	RICHMOND
510 MACDONALD AVE	RICHMOND
530 MACDONALD AVE	RICHMOND
816 MACDONALD AVE	RICHMOND
824 MACDONALD AVE	RICHMOND
830 MACDONALD AVE	RICHMOND
910 MACDONALD AVE	RICHMOND
912 MACDONALD AVE	RICHMOND
920 MACDONALD AVE	RICHMOND
2730 MAINE AVE	RICHMOND
409 MAINE AVE	RICHMOND
606 MAINE AVE	RICHMOND
618 MAINE AVE	RICHMOND
633 MAINE AVE	RICHMOND
734 MAINE AVE	RICHMOND
801 MAINE AVE	RICHMOND
200 MARINE ST	RICHMOND
201 MARINE ST	RICHMOND
203 MARINE ST	RICHMOND
209 MARINE ST	RICHMOND
215 MARINE ST	RICHMOND
217 MARINE ST	RICHMOND
316 MARINE ST	RICHMOND
410 MARINE ST	RICHMOND
206 MARTINA ST	RICHMOND
210 MARTINA ST	RICHMOND

212 MARTINA ST	RICHMOND
222 MARTINA ST	RICHMOND
306 MARTINA ST	RICHMOND
316 MARTINA ST	RICHMOND
2135 MCDONALD AVE	RICHMOND
4513 MCGLOTHEN WY	RICHMOND
11 MONTANA ST	RICHMOND
17 MONTANA ST	RICHMOND
18 MONTANA ST	RICHMOND
24 MONTANA ST	RICHMOND
28 MONTANA ST	RICHMOND
34 MONTANA ST	RICHMOND
44 MONTANA ST	RICHMOND
7 MONTANA ST	RICHMOND
78 MONTANA ST	RICHMOND
6025 Monterey Ave	Richmond
318 MORGAN AVE	RICHMOND
626 MORGAN AVE	RICHMOND
215 MURDOCH ST	RICHMOND
300 NEVADA AVE	RICHMOND
315 NEVADA AVE	RICHMOND
318 NEVADA AVE	RICHMOND
319 NEVADA AVE	RICHMOND
325 NEVADA AVE	RICHMOND
407 NEVADA AVE	RICHMOND
219 NEVADA ST	RICHMOND
233 NEVADA ST	RICHMOND
239 NEVADA ST	RICHMOND
243 NEVADA ST	RICHMOND
330 NEVADA ST	RICHMOND
1025 NEVIN AVE	RICHMOND
1030 NEVIN AVE	RICHMOND
118 NEVIN AVE	RICHMOND
2002 NEVIN AVE	RICHMOND
3226 NEVIN AVE	RICHMOND
326 NEVIN AVE	RICHMOND
330 NEVIN AVE	RICHMOND
400 NEVIN AVE	RICHMOND
1 NICHOLL AVE	RICHMOND
102 NICHOLL AVE	RICHMOND
116 NICHOLL AVE	RICHMOND
117 NICHOLL AVE	RICHMOND
118 NICHOLL AVE	RICHMOND
122 NICHOLL AVE	RICHMOND
123 NICHOLL AVE	RICHMOND
207 NICHOLL AVE	RICHMOND
213 NICHOLL AVE	RICHMOND



219 NICHOLL AVE	RICHMOND
225 NICHOLL AVE	RICHMOND
226 NICHOLL AVE	RICHMOND
23 NICHOLL AVE	RICHMOND
27 NICHOLL AVE	RICHMOND
33 NICHOLL AVE	RICHMOND
39 NICHOLL AVE	RICHMOND
40 NICHOLL AVE	RICHMOND
5 NICHOLL AVE	RICHMOND
50 NICHOLL AVE	RICHMOND
56 NICHOLL AVE	RICHMOND
9 NICHOLL AVE	RICHMOND
111 NICHOLL CT	RICHMOND
1637 OHIO AVE	RICHMOND
1815 OHIO AVE	RICHMOND
2033 OHIO AVE	RICHMOND
214 OHIO AVE	RICHMOND
2630 OHIO AVE	RICHMOND
3954 OHIO AVE	RICHMOND
600 OHIO AVE	RICHMOND
630 OHIO AVE	RICHMOND
534 OHIO ST	RICHMOND
13 OREGON ST	RICHMOND
21 OREGON ST	RICHMOND
25 OREGON ST	RICHMOND
29 OREGON ST	RICHMOND
35 OREGON ST	RICHMOND
101 PARK PL	RICHMOND
105 PARK PL	RICHMOND
109 PARK PL	RICHMOND
115 PARK PL	RICHMOND
135 PARK PL	RICHMOND
145 PARK PL	RICHMOND
151 PARK PL	RICHMOND
157 PARK PL	RICHMOND
705 PAYNE DR	RICHMOND
1607 PENNSYLVANIA AVE	RICHMOND
308 PENNSYLVANIA AVE	RICHMOND
515 PENNSYLVANIA AVE	RICHMOND
530 PENNSYLVANIA AVE	RICHMOND
623 PENNSYLVANIA AVE	RICHMOND
818 PENNSYLVANIA AVE	RICHMOND
208 PIEDMONT PL	RICHMOND
209 PIEDMONT PL	RICHMOND
219 PIEDMONT PL	RICHMOND
220 PIEDMONT PL	RICHMOND
225 PIEDMONT PL	RICHMOND

POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
POINT POTRERO	RICHMOND
2020 POTRERO AVE	RICHMOND
114 RAILROAD AVE	RICHMOND
36 RAILROAD AVE	RICHMOND
40 RAILROAD AVE	RICHMOND
54 RAILROAD AVE	RICHMOND
64 RAILROAD AVE	RICHMOND
78 RAILROAD AVE	RICHMOND
82 RAILROAD AVE	RICHMOND
2920 Regatta Boulevard	Richmond
RICHMOND ADMINISTRATION COMPLEX AND TOLL PLAZA	RICHMOND
RICHMOND ADMINISTRATION COMPLEX AND TOLL PLAZA	RICHMOND
RICHMOND ADMINISTRATION COMPLEX AND TOLL PLAZA	RICHMOND
RICHMOND ADMINISTRATION COMPLEX AND TOLL PLAZA	RICHMOND
RICHMOND ADMINISTRATION COMPLEX TOLL PLAZA	RICHMOND
130 RICHMOND AVE	RICHMOND
RICHMOND MAINTENANCE YARD	RICHMOND
RICHMOND MAINTENANCE YARD	RICHMOND
RICHMOND MAINTENANCE YARD	RICHMOND
RICHMOND MAINTENANCE YARD	RICHMOND
RICHMOND MAINTENANCE YARD	RICHMOND
516 RIPLEY AVE	RICHMOND
721 RIPLEY AVE	RICHMOND
910 RIPLEY AVE	RICHMOND
ROOSEVELT	RICHMOND
1003 ROOSEVELT AVE	RICHMOND
1100 ROOSEVELT AVE	RICHMOND
1109 ROOSEVELT AVE	RICHMOND
1215 ROOSEVELT AVE	RICHMOND
1300 ROOSEVELT AVE	RICHMOND
2011 ROOSEVELT AVE	RICHMOND
203 S 13th St	Richmond
331 S 13TH ST	RICHMOND
128 S 15TH ST	RICHMOND
331 S 15TH ST	RICHMOND

233 S 17TH ST	RICHMOND
235 S 18TH ST	RICHMOND
131 S 19TH ST	RICHMOND
226 S 19TH ST	RICHMOND
234 S 19TH ST	RICHMOND
618 S 19TH ST	RICHMOND
140 S 20TH ST	RICHMOND
240 S 20TH ST	RICHMOND
270 S 22ND ST	RICHMOND
653 S 22ND ST	RICHMOND
371 S 23RD ST	RICHMOND
411 S 23rd St	Richmond
127 S 27th St	Richmond
425 S 27TH ST	RICHMOND
520 S 28TH ST	RICHMOND
529 S 29TH ST	RICHMOND
615 S 29TH ST	RICHMOND
S 33RD ST	RICHMOND
390 S 34th St	Richmond
362 S 35TH ST	RICHMOND
404 S 36TH ST	RICHMOND
101 S 3RD ST	RICHMOND
135 S 3RD ST	RICHMOND
136 S 3RD ST	RICHMOND
247 S 3RD ST	RICHMOND
253 S 3RD ST	RICHMOND
317 S 3RD ST	RICHMOND
128 S 42ND ST	RICHMOND
136 S 42ND ST	RICHMOND
929 S 46TH ST	RICHMOND
153 S 4TH ST	RICHMOND
224 S 4TH ST	RICHMOND
254 S 4TH ST	RICHMOND
332 S 4TH ST	RICHMOND
358 S 50TH ST	RICHMOND
366 S 50TH ST	RICHMOND
374 S 50TH ST	RICHMOND
380 S 50TH ST	RICHMOND
117 S 5TH ST	RICHMOND
126 S 5TH ST	RICHMOND
300 S 6TH ST	RICHMOND
322 S 6TH ST	RICHMOND
328 S 6TH ST	RICHMOND
341 S 6TH ST	RICHMOND
345 S 6TH ST	RICHMOND
360 S 6TH ST	RICHMOND
300 S 7TH ST	RICHMOND

341 S 7TH ST	RICHMOND
420 S 7TH ST	RICHMOND
124 S 8TH ST	RICHMOND
244 S 8TH ST	RICHMOND
133 S 9TH ST	RICHMOND
134 S 9TH ST	RICHMOND
250 S 9TH ST	RICHMOND
324 S 9TH ST	RICHMOND
328 S 9TH ST	RICHMOND
350 S 9TH ST	RICHMOND
1701 SAN JOAQUIN ST	RICHMOND
2301 SAN MATEO ST	RICHMOND
259 SANFORD AVE	RICHMOND
101 SANTA FE AVE	RICHMOND
121 SANTA FE AVE	RICHMOND
125 SANTA FE AVE	RICHMOND
126 SANTA FE AVE	RICHMOND
132 SANTA FE AVE	RICHMOND
140 SANTA FE AVE	RICHMOND
150 SANTA FE AVE	RICHMOND
151 SANTA FE AVE	RICHMOND
162 SANTA FE AVE	RICHMOND
224 SANTA FE AVE	RICHMOND
228 SANTA FE AVE	RICHMOND
25 SANTA FE AVE	RICHMOND
302 SANTA FE AVE	RICHMOND
310 SANTA FE AVE	RICHMOND
317 SANTA FE AVE	RICHMOND
34 SANTA FE AVE	RICHMOND
401 SANTA FE AVE	RICHMOND
407 SANTA FE AVE	RICHMOND
417 SANTA FE AVE	RICHMOND
421 SANTA FE AVE	RICHMOND
435 SANTA FE AVE	RICHMOND
441 SANTA FE AVE	RICHMOND
447 SANTA FE AVE	RICHMOND
150 SCENIC AVE	RICHMOND
156 SCENIC AVE	RICHMOND
164 SCENIC AVE	RICHMOND
169 SCENIC AVE	RICHMOND
209 SCENIC AVE	RICHMOND
44 SCENIC AVE	RICHMOND
54 SCENIC AVE	RICHMOND
60 SCENIC AVE	RICHMOND
66 SCENIC AVE	RICHMOND
70 SCENIC AVE	RICHMOND
71 SCENIC AVE	RICHMOND

77 SCENIC AVE	RICHMOND
78 SCENIC AVE	RICHMOND
81 SCENIC AVE	RICHMOND
84 SCENIC AVE	RICHMOND
85 SCENIC AVE	RICHMOND
88 SCENIC AVE	RICHMOND
89 SCENIC AVE	RICHMOND
19 STAIRLEY ST	RICHMOND
1 STANDARD AVE	RICHMOND
Stenmark St	RICHMOND
108 SUMMIT PL	RICHMOND
321 SUMMIT PL	RICHMOND
335 SUMMIT PL	RICHMOND
343 SUMMIT PL	RICHMOND
344 SUMMIT PL	RICHMOND
5625 SUTTER AVE	RICHMOND
37 TERRACE AVE	RICHMOND
46 TERRACE AVE	RICHMOND
50 TERRACE AVE	RICHMOND
60 TERRACE AVE	RICHMOND
66 TERRACE AVE	RICHMOND
74 TERRACE AVE	RICHMOND
83 TERRACE AVE	RICHMOND
84 TERRACE AVE	RICHMOND
137 TEWKSBURY AVE	RICHMOND
201 TEWKSBURY AVE	RICHMOND
221 TEWKSBURY AVE	RICHMOND
227 TEWKSBURY AVE	RICHMOND
249 TEWKSBURY AVE	RICHMOND
29 TEWKSBURY AVE	RICHMOND
325 TEWKSBURY AVE	RICHMOND
327 TEWKSBURY AVE	RICHMOND
333 TEWKSBURY AVE	RICHMOND
335 TEWKSBURY AVE	RICHMOND
422 TEWKSBURY AVE	RICHMOND
436 TEWKSBURY AVE	RICHMOND
448 TEWKSBURY AVE	RICHMOND
519 TEWKSBURY AVE	RICHMOND
537 TEWKSBURY AVE	RICHMOND
601 TEWKSBURY AVE	RICHMOND
709 TEWKSBURY AVE	RICHMOND
715 TEWKSBURY AVE	RICHMOND
143 TEWLSBURY AVE	RICHMOND
210 TUNNEL AVE	RICHMOND
214 TUNNEL AVE	RICHMOND
215 TUNNEL AVE	RICHMOND
220 TUNNEL AVE	RICHMOND

221 TUNNEL AVE	RICHMOND
222 TUNNEL AVE	RICHMOND
225 TUNNEL AVE	RICHMOND
229 TUNNEL AVE	RICHMOND
235 TUNNEL AVE	RICHMOND
237 TUNNEL AVE	RICHMOND
307 TUNNEL AVE	RICHMOND
308 TUNNEL AVE	RICHMOND
314 TUNNEL AVE	RICHMOND
318 TUNNEL AVE	RICHMOND
319 TUNNEL AVE	RICHMOND
327 TUNNEL AVE	RICHMOND
333 TUNNEL AVE	RICHMOND
794 VENTURA ST	RICHMOND
53 VINE AVE	RICHMOND
67 VINE AVE	RICHMOND
77 VINE AVE	RICHMOND
1803 VIRGINIA	RICHMOND
1803 VIRGINIA AVE	RICHMOND
811 VIRGINIA AVE	RICHMOND
2111 VISALIA AVE	RICHMOND
W RICHMOND AVE	RICHMOND
0 W RICHMOND AVE	RICHMOND
1 W RICHMOND AVE	RICHMOND
101 W RICHMOND AVE	RICHMOND
117 W RICHMOND AVE	RICHMOND
125 W RICHMOND AVE	RICHMOND
139 W RICHMOND AVE	RICHMOND
145 W RICHMOND AVE	RICHMOND
147 W RICHMOND AVE	RICHMOND
151 W RICHMOND AVE	RICHMOND
2 W RICHMOND AVE	RICHMOND
201 W RICHMOND AVE	RICHMOND
216 W RICHMOND AVE	RICHMOND
222 W RICHMOND AVE	RICHMOND
227 W RICHMOND AVE	RICHMOND
228 W RICHMOND AVE	RICHMOND
24 W RICHMOND AVE	RICHMOND
30 W RICHMOND AVE	RICHMOND
301 W RICHMOND AVE	RICHMOND
309 W RICHMOND AVE	RICHMOND
316 W RICHMOND AVE	RICHMOND
322 W RICHMOND AVE	RICHMOND
402 W RICHMOND AVE	RICHMOND
404 W RICHMOND AVE	RICHMOND
405 W RICHMOND AVE	RICHMOND
408 W RICHMOND AVE	RICHMOND

409 W RICHMOND AVE	RICHMOND
414 W RICHMOND AVE	RICHMOND
415 W RICHMOND AVE	RICHMOND
421 W RICHMOND AVE	RICHMOND
424 W RICHMOND AVE	RICHMOND
429 W RICHMOND AVE	RICHMOND
430 W RICHMOND AVE	RICHMOND
435 W RICHMOND AVE	RICHMOND
449 W RICHMOND AVE	RICHMOND
465 W RICHMOND AVE	RICHMOND
471 W RICHMOND AVE	RICHMOND
527 W RICHMOND AVE	RICHMOND
543 W RICHMOND AVE	RICHMOND
548 W RICHMOND AVE	RICHMOND
554 W RICHMOND AVE	RICHMOND
568 W RICHMOND AVE	RICHMOND
575 W RICHMOND AVE	RICHMOND
576 W RICHMOND AVE	RICHMOND
580 W RICHMOND AVE	RICHMOND
22 W RUBY ST	RICHMOND
4109 WALL AVE	RICHMOND
5013 WALL AVE	RICHMOND
5114 WALL AVE	RICHMOND
5120 WALL AVE	RICHMOND
5124 WALL AVE	RICHMOND
3415 WALLER AVE	RICHMOND
WASHINGTON AVE	RICHMOND
WASHINGTON AVE	RICHMOND
100 WASHINGTON AVE	RICHMOND
112 WASHINGTON AVE	RICHMOND
130 WASHINGTON AVE	RICHMOND
135 WASHINGTON AVE	RICHMOND
136 WASHINGTON AVE	RICHMOND
148 WASHINGTON AVE	RICHMOND
160 WASHINGTON AVE	RICHMOND
18 WASHINGTON AVE	RICHMOND
210 WASHINGTON AVE	RICHMOND
214 WASHINGTON AVE	RICHMOND
217 WASHINGTON AVE	RICHMOND
235 WASHINGTON AVE	RICHMOND
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307 WASHINGTON AVE	RICHMOND
31 WASHINGTON AVE	RICHMOND
318 WASHINGTON AVE	RICHMOND
319 WASHINGTON AVE	RICHMOND
32 WASHINGTON AVE	RICHMOND





3409 11TH ST	SAN PABLO
1816 14TH ST	SAN PABLO
1614 15TH ST	SAN PABLO
1875 15TH ST	SAN PABLO
2759 15TH ST	SAN PABLO
1740 16TH ST	SAN PABLO
1881 16TH ST	SAN PABLO
1958 16TH ST	SAN PABLO
2721 18TH ST	SAN PABLO
2972 19TH ST	SAN PABLO
2024 20TH ST	SAN PABLO
2996 20TH ST	SAN PABLO
2998 20th St.	San Pablo
2331 22ND ST	SAN PABLO
ALVARADO SQUARE	SAN PABLO
ALVARADO SQUARE	SAN PABLO
1300 Amador St	San Pablo
1524 AMADOR ST	SAN PABLO
2900 ARUNDEL WY	SAN PABLO
3024 Avon Ln	San Pablo
3030 Avon Ln	San Pablo
3036 Avon Ln	San Pablo
3040 Avon Ln	San Pablo
2445 BANCROFT LANE	SAN PABLO
6211 BAYVIEW AVE	SAN PABLO
150 BONNIE DR	SAN PABLO
321 BONNIE DR	SAN PABLO
1300 BROOKSIDE AVE	SAN PABLO
1811 BUSH AVE	SAN PABLO
2600 CASTRO RD	SAN PABLO
2600 CASTRO RD	SAN PABLO
16 Christine Ct	San Pablo
32 Christine Ct	San Pablo
48 Christine Ct	San Pablo
8 Christine Ct	San Pablo
24 Christine Ct.	San Pablo
102 Christine Dr	San Pablo
114 Christine Dr	San Pablo
126 Christine Dr	San Pablo
138 Christine Dr	San Pablo
468 CHRISTINE DR	SAN PABLO
1825 CHURCH LANE	SAN PABLO
1901 CHURCH LANE	SAN PABLO
1845 CHURCH LN	SAN PABLO
1501 COLIN ST	SAN PABLO
2009 CR 20	SAN PABLO
2022 CR 20	SAN PABLO

930 CR 20	SAN PABLO
1401 DOVER AVE	SAN PABLO
2418 DOVER AVE	SAN PABLO
1514 EMERIC AVE	SAN PABLO
1807 EMERIC AVE	SAN PABLO
2201 EMERIC AVE	SAN PABLO
2322 GALWAY RD	SAN PABLO
1424 Humboldt Ave	San Pablo
179 JENNIFER DR	SAN PABLO
1108 JOHN AVE	SAN PABLO
3058 Judith Court	San Pablo
3066 Judith Court	San Pablo
3072 Judith Court	San Pablo
1217 Karen Rd	San Pablo
1439 KAREN RD	SAN PABLO
1110 LETTIA RD	SAN PABLO
240 LINDA DR	SAN PABLO
2664 MACARTHUR AVE	SAN PABLO
1601 MANOR DR	SAN PABLO
1720 MANZANILLA DR	SAN PABLO
1830 MASON ST	SAN PABLO
5739 MCBRYDE AVE	SAN PABLO
2639 MERRITT AVE	SAN PABLO
1314 Miner Ave	San Pablo
24 MONTALVIN DR	SAN PABLO
2584 O'HARTE RD	SAN PABLO
2596 O'HARTE RD	SAN PABLO
2634 OHARE AVE	SAN PABLO
941 PALMER AVE	SAN PABLO
1919 PINE AVE	SAN PABLO
1841 PULLMAN ST	SAN PABLO
918 RANDY LANE	SAN PABLO
2009 RD 20	SAN PABLO
2432 Ridge Rd	San Pablo
5286 Riverside Ave	San Pablo
5296 Riverside Ave	San Pablo
2778 ROLLINGWOOD DR	SAN PABLO
2797 ROLLINGWOOD DR	SAN PABLO
2807 ROLLINGWOOD DR	SAN PABLO
3144 Rollingwood Dr	San Pablo
3152 Rollingwood Dr	San Pablo
3157 Rollingwood Dr	San Pablo
3160 Rollingwood Dr	San Pablo
3168 Rollingwood Dr	San Pablo
3169 Rollingwood Dr	San Pablo
3177 Rollingwood Dr	San Pablo
1869 RUMRILL BLVD	SAN PABLO



CARMEL DR	WALNUT CREEK
1800 CARMEL DR	WALNUT CREEK
237 Charter Cir	Walnut Creek
CIVIC PARK DR N	WALNUT CREEK
1901 COUNTRYWOOD CT	WALNUT CREEK
196 EL CAMINO CORTO	WALNUT CREEK
210 EL CAMINO CORTO	WALNUT CREEK
181 EL DORADO RD	WALNUT CREEK
149 Glen Ct	Walnut Creek
2416 Golden Rain Rd	Walnut Creek
2759 GRANDE CAMINO	WALNUT CREEK
1045 Homestead Ave	Walnut Creek
110 LOS ALTOS AVE	WALNUT CREEK
178 LUDELL DR	WALNUT CREEK
1332 MAIN ST	WALNUT CREEK
1489 Marchbanks Dr	Walnut Creek
1614 MT DIABLO BLVD	WALNUT CREEK
470 N Civic Dr	Walnut Creek
480 N Civic Dr	Walnut Creek
1432 N MAIN ST	WALNUT CREEK
1533 N MAIN ST	WALNUT CREEK
2616 N MAIN ST	WALNUT CREEK
2678 N MAIN ST	WALNUT CREEK
111 N Wiget LN	Walnut Creek
1200 NORTHGATE RD	WALNUT CREEK
2190 OAK GROVE RD	WALNUT CREEK
2651 OAK GROVE RD	WALNUT CREEK
2700 Oak Rd	Walnut Creek
1417 Oakmont Dr	Walnut Creek
2252 Oakvale Rd	Walnut Creek
2101 Overlook Dr	Walnut Creek
32 Pinewood Ct	Walnut Creek
103 Player Ct	Walnut Creek
850 S BROADWAY	WALNUT CREEK
1977 S Main St	Walnut Creek
1985 S Main St	Walnut Creek
2601 Saklan Indian Dr	Walnut Creek
2876 San Carlos Dr	Walnut Creek
2030 SAN MIGUEL DR	WALNUT CREEK
Sierra Ave	Walnut Creek
210 Siskiyou ct	Walnut Creek
1015 STANLEY DOLLAR DR	WALNUT CREEK
1721 STOW AVE	WALNUT CREEK
1755 Trinity Ave	Walnut Creek
1851 Trinity Ave	Walnut Creek
1855 Trinity Ave	Walnut Creek
1924 Trinity Ave	Walnut Creek

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1924 Trinity Ave  
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2373 WALNUT BLVD  
4064 WALNUT BLVD  
1601 Ygnacio Valley Rd  
2660 YGNACIO VALLEY RD  
1516 Castle Hill Rd

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	1897	3/3/2020
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	1895	3/3/2020
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	1938	3/3/2020
	1920	3/3/2020
P	1872	3/3/2020
	1955	3/3/2020
	1955	3/3/2020
	1956	3/3/2020
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U		3/3/2020
P	1867	3/3/2020
S	1953	3/3/2020
S	1953	3/3/2020
	1937	3/3/2020
S	1952-1953	3/3/2020
S	1953	3/3/2020
M	1935	3/3/2020
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M	1880	3/3/2020
M		3/3/2020
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U		3/3/2020
P	1870	3/3/2020
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U		3/3/2020
P	1950	3/3/2020
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P	1929	3/3/2020
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P	1946	3/3/2020
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P	1957	3/3/2020



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	1974	3/3/2020
M	1866	3/3/2020
P	1935	3/3/2020
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P	1920	3/3/2020



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P	1918	3/3/2020
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P	1925	3/3/2020
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P	1906	3/3/2020
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P	1918	3/3/2020
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P	1925	3/3/2020
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P	1912	3/3/2020
P	1919	3/3/2020
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P	1912	3/3/2020
U	1920	3/3/2020
U	1920	3/3/2020
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U		1920 3/3/2020
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P	1900	3/3/2020
P	1900	3/3/2020
P		3/3/2020
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D		3/3/2020
D		3/3/2020
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U		3/3/2020
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P	1923	3/3/2020
P	1941	3/3/2020
P	1942	3/3/2020











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P	1952	3/3/2020
P	1951	3/3/2020
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P	1929	3/3/2020
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P	1910	3/3/2020
P		3/3/2020
S	1935	3/3/2020
	1966	3/3/2020
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P		3/3/2020
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	1963	3/3/2020
	1966	3/3/2020
	1961	3/3/2020
	1953	3/3/2020

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1942	3/3/2020
1889	3/3/2020
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1964	3/3/2020
1902	3/3/2020
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## Kat Galileo

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**From:** Kristin Henderson <hendersonkristin@hotmail.com>  
**Sent:** Wednesday, December 20, 2023 11:41 AM  
**To:** Brianna Zorn; Michael Chandler; Lauren Sugayan; ssmalihi@cityofmartinez.org; Jay Howard; dutyplanner; Debbie McKillop; CityClerk; Mark Ross  
**Subject:** 3rd Fw: Is our Train Station a Cal. Point of Interest or not?  
**Attachments:** Historical Society Report Train Depot Attachment 7.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

The attached and below call into question if the Train Station even came to be a "3". But the point is, is that for you to spend \$50,000 for an analysis for that report is unacceptable. For so many reasons which I will list in the next email, which will come in two hours—have to stop and do some stuff. Remember, even being a 3 does not mean that you have a totally intact historic structure the preservation world thinks is a valid place to park their bucks. Also note the nomination in the attached was rejected. Never once has any nomination of mine been rejected and this is important for reasons we will discuss in next email.

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See page 149 of <http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=16338> (also attached) and yet the NWIC report puts 401 Ferry as a 7L and 7S (the 3 must be very old for no one now would think it was eligible for the Natl Reg). And yet, at the bottom of page 149 of attached, Anthea Hartig Chair of SHRC and the State Park System both recommend the train station be a Calif. Pt. of Historic Interest after it was nominated as such.

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**From:** Kristin Henderson <hendersonkristin@hotmail.com>  
**Sent:** Tuesday, May 1, 2018 10:34 AM  
**To:** Cc: Anne Cardwell; Noralea Gipner; ldelaney@cityofmartinez.org; mross@cityofmartinez.org; rschroder@cityofmartinez.org; dscola@cityofmartinez.org  
**Subject:** Re: how much did that Karste Consulting report cost?

See attached. I take that back. It appears to not be a point of historic interest. 3s means it appears eligible for the national reg, but that was before it is determined a 7l and a 7s, which means it could be a point of interest if more evaluation was done. Also attached, 1897, 1908, 1920 maps. You will note sometime between 1908 and 1920 the building completely changes shape--as if the first one was demolished. It currently has asbestos shingles on it and the NWIC report shows that it was last constructed in 1982. It is not historic. What is more bothersome is how much the historic society has compromised history for city findings. Was this why? So they could get this? And John with his developments right outside the urban limit line.

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**From:** Kristin Henderson <hendersonkristin@hotmail.com>  
**Sent:** Tuesday, May 1, 2018 9:28 AM  
**To:** Cc: Anne Cardwell; Noralea Gipner; ldelaney@cityofmartinez.org; mross@cityofmartinez.org;

rschroder@cityofmartinez.org

**Subject:** Re: how much did that Karste Consulting report cost?

I found the state historic interest application, but it says "never accepted". That is not true, if Karste Consulting knew what they were doing, they would have accessed the NWIC database of all historic properties and found it was indeed a Cal. Pt. of Historic Interest. However, that does not make the building historic. It is not. In fact, there may have been a time when no building was there at all between different buildings. Its that a train station existed there at all that makes it historic--not the building. It's like the Olive Grove in that way. I am going to go back to Sanborns and look this up.

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**From:** Kristin Henderson <hendersonkristin@hotmail.com>

**Sent:** Tuesday, May 1, 2018 9:22 AM

**To:** Cc: Anne Cardwell; Noralea Gipner; ldelaney@cityofmartinez.org; mross@cityofmartinez.org; rschroder@cityofmartinez.org

**Subject:** how much did that Karste Consulting report cost?

It is a totally worthless report that the city clerk could have put together. It also leaves out the professional survey as well as the nomination of the building AS A STATE POINT OF HISTORIC INTEREST. The building itself IS NOT HISTORIC, rather where it is historic. Moreover, a page of the 40 year old unacademic and in other ways poorly designed and compiled Martinez Historical Society Inventory as proof.

Did the historic society pay for the report? And did anyone think or care they might abandon the Borland Home--which they will not even admit is on the National Register of Historic Places? Who is the Historic Socetey to take the communities money and save it to get a building--is this why they have omitted history over and over for the city? So they could get this?



# City Council Report

The Future of the City of Martinez “Old Train Depot”

City of Martinez  
525 Henrietta Street  
Martinez, California 94553





## **City Council Report – The future of the City of Martinez “Old Train Depot”**

Karste Consulting Inc. was asked to research the historical uses and users of the “Old Train Depot” After completing the research; the city staff requested Karste Consulting Inc. to create a process for the City Council to have a discussion about the potential future use of the “Old Train Depot.”

The focus of this report is to attempt to help frame a City Council discussion of how this facility would best be used going forward.

1. Would the best use be: A public use?  
Or
2. Would the best use be: A private/commercial use?

Both of these options have benefits and risks that won’t be fully understood until one or both of these questions are vetted completely, either one of these questions will require a separate track of steps or processes to be completed based upon the direction desired by the city.

### **Background**

Over the past 24-25 years this building has been viewed as an untapped resource with the potential for multiple uses and users. This was certainly demonstrated in the initial research completed. Once the discussion for a new Amtrak station plan was begun. A secondary discussion began about how the “Old Train Depot” could be used. As the development of the new intermodal project unfolded so did the scenarios and possible users of the Old Depot followed.

A theme for this site that was referenced consistently throughout the initial research by Karste Consulting Inc. was that it could become a Historical Museum Annex. The Martinez Historical Society was involved with a variety of working groups that were in place during the development of the Martinez Intermodal project with their focus always being on the “Old Train Depot.” They worked with other non-profits and discussed collaborations that could be formed to use this site (Martinez Arts and Library group, John Muir Festival Committee, etc.). They participated in an application for Proposition 84 funds for this site for its development as an historical annex. Unfortunately, this application was not successful.

The Martinez Historical Society has been involved in a fundraising program to support the development of a museum annex in this facility and have funds set aside for its development.



During this period of time the Martinez Historical Society has approached the city of Martinez multiple times expressing their interest in the building and continued to try codifying their use of this site. However, to date it has not been executed. The lack of action led to an interesting question that came up during this research, “Why wasn’t a use designation ever formally developed?”

1. Was it an issue of funding for renovation?
2. Was it a concern about operational costs?
3. Was it conflicting user groups that desired this facility?
4. Was it a change in direction by the previous city councils?

This site has had temporary uses during the past several years:

1. Local chamber of commerce
2. Temporary library
3. Small city functions/gatherings

Karste Consulting Inc. also learned over the past few years there has been discussion that this building could be used for a commercial/private use site that would potentially add value to the downtown but also provide an income stream to the City of Martinez.

Also during this time, additional community organizations have indicated a desire to occupy this space. The following groups have been identified as possible users:

1. Martinez Historical Society
2. Hometown Heroes – “Jolt-n-Joe”
3. Martinez Arts Association
4. Joe DiMaggio Museum
5. Toy Train Museum

Concurrently, the Martinez Historical Society has developed a draft business plan that describes how its use as a Museum Annex and event space would add value to the downtown and provide an income stream to support the building operation itself. They have also reached out to the other aforementioned users to collaborate on a joint use possibility. A survey of Non – Profit Organizations was done by the MHS – with an emphasis on the “Old Train Station Museum and Exposition Center” dated November 16, 2016 indicating possible users and collaborators was completed – this survey indicates that several groups would be willing to work together in this facility development.

The facility does have current users; it is a storage space for the following organizations:

1. Main Street Martinez
2. Martinez Historical Society
3. The City of Martinez Recreation Department
4. Alhambra High School – Grad night group.
5. On Stage Theater – practices.
6. Swan Day (Arts and Crafts) and Christmas Boutique.

## The Old Train Depot Facility

In reviewing the space itself it is a long linear space, not ideal for any one use over another.

1. The facility is not a large space, approximately 5430 sq. ft.
2. It is broken into three distinct spaces:
  - a. Large open front foyer.
  - b. A small central area of storage rooms.
  - c. A large rear open unfinished warehouse space, a portion of this area is raised above grade.
3. None of these spaces listed are truly conditioned for occupancy at this time. An evaluation of this space and a very cursory cost estimate was developed by city staff (Dave Scola) back in June of 2015 .This initial estimate was between \$675,000.00 - \$825,000.00  
A revised estimate has been developed by the city staff – (revised estimate for renovation to a structurally safe, conditioned shell is now between \$850K to \$1,000,000.)
4. This facility has had a new high quality roof and rain gutters installed and the exterior painted to improve its appearance and to try to maintain the structural integrity of the space. These improvements are of high quality and should reduce future maintenance costs.
5. The needed “Tenant Improvement” work to use as a restaurant it is estimated to be an additional \$350K to \$500K. Estimated “Tenant Improvement” work needed to use as a museum is conservatively estimated to be to be an additional \$250K to \$350K.

Before moving forward with any use options the following issues should be reviewed and discussed at length:

1. Proximity of hazardous materials pipeline to the site.
2. Existing railroad operations/tracks – vibrations impacting the user, noise etc.
3. Available parking.
4. Onerous railroad agency oversight of improvements to the building.
5. Potential hazardous material removal requirements within the building.  
The cost to do the Haz/Mat abatement is a concern. Without testing the extent of abatement is unknown. (Lead paint and asbestos used in the construction materials is expected)
6. Current building layout and infrastructure requirements. (What type of user would find this layout satisfactory?)

### Facility Renovation and Operational Costs:

Another area for consideration is the renovation and operational costs regardless of the use type chosen. The following questions should be addressed by the City of Martinez:

1. What level of improvements will be made by the city of Martinez?
2. How will the city fund these capital improvements?
  - a. Public use
  - b. Private use

- i. If the city chooses this site for private use – who will fund the tenant improvements needed?
3. What are the ongoing operational costs for this facility- how will they be funded?
  - a. Public use
  - b. Private use

\*\*If this were a commercial space the operational costs would be minimal it would depend upon the lease agreement language. If it were a Public-type use, the city could have more maintenance responsibility; again it would depend on the language in a lease...
4. What are the ongoing/future capital improvement costs that will need to be addressed?

Karste Consulting Inc. developed the following discussion points for the staff and city council to review and discuss:

- A. Public – Use consideration: The City of Martinez to determine through a process the following:
  1. Would there a public and or economic benefit to the community to this use-if it is operated by a non-profit partner?
  2. Would it be a single user?
  3. Could it be a joint use/collaboration?
  4. Who would manage this public facility?
  5. Would it be a lease?
  6. Could the facility be gifted to a non-profit?
  7. Who would be responsible for ongoing costs?
  8. Would there need to be ongoing annual public funding for the operation of this facility?
- B. Private/ Commercial – Use consideration: The City of Martinez to determine through a process the following:
  1. Would there a public and or economic benefit to the community to this use -if it is operated by a private/commercial partner?
  2. How do you select the user?
    - a. Type of use desired for this location
    - b. Request for Proposal
  3. Would you lease the space?
    - a. If yes – who pay for the tenant improvements?
    - b. One user or multiple-users?
    - c. Length of lease?
  4. Could you sell the space?
  5. Could there be income/revenue stream potential back to the City of Martinez?

\*\* Downtown Martinez property address could bring somewhere between \$1.30 to \$1.50andsquare foot. This would usually be for a space requiring little to no Tenant Improvements costs to the renter. In that scenario the property owner (city) would have to either pay for some/most of the Tenant Improvement work or, if the tenant was expected to

do the Tenant Improvement work (\$350K +) they would expect an extended lease and a much reduced monthly rent.

### Summary

The “Old Train Depot” is one of the gems that make-up downtown Martinez, it ties the history of the community’s beginnings to the current economic renaissance that is happening in the downtown. This facility could aid in that renaissance but it will require an investment of time and resources.

In Karste Consulting’s opinion there are two distinct and different tracks this site can proceed down, each of them has potential benefits and pitfalls. Below are some of the considerations that need to be addressed as the City moves forward:

1. The renovation costs.
2. Funding sources available.
3. Potential ongoing economic impact to the city of Martinez
  - a. Annual maintenance costs.
  - b. Potential operating support needed.
  - c. Future capital improvements needed.
4. Use type
  - a. The Martinez Historical Society documented desire to utilize this space for a Museum annex
  - b. Non- profit collaboration
  - c. Private/Commercial use
  - d. Current uses of this facility – i.e. storage by multiple groups.

So the question at hand is: What would be the best use of this this facility is?

1. A public use.
- Or
2. A private/commercial use.

Once the city determines a direction for this facility then its true potential will be known.

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05.20.00

**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
September 1, 2004**

**TO:** Mayor and City Council

**FROM:** June Catalano, City Manager

**PREPARED BY:** Richard Pearson, Community Development Director  
Joann Tool, Management Analyst

**SUBJECT:** Motion authorizing the City Manager to sign a lease with the Willows Theatre Company for use of the Old Train Depot.

**DATE:** August 18, 2004

**RECOMMENDATION:**

Motion authorizing the City Manager to sign a lease with the Willows Theatre Company for use of the Old Train Depot.

**BACKGROUND:**

The Willows Theatre Company has been working diligently with the City staff to develop a lease for the use of the Old Train Depot. The Willows is currently using the old train depot for their costume shop/storage/rental and storage of various props. The term of the agreement is month-to-month for one year. The lease provides that the use of the building be shared between the Willows and the City keeping in mind that the ultimate use will be for the City, Willows, Martinez Historical Society and the John Muir Festival Center.

**FISCAL IMPACT:**

No new fiscal impact.

**CALL TO ORDER**

Mayor Schroder called the meeting to order at 6:02 p.m. with all Councilmembers present except Councilmember Kennedy, who arrived shortly after roll call; and Councilmember Wainwright, who was excused.

**CLOSED SESSION**

**CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to subdivision (b) of Section 54956.9: One potential case.

*Added from Supplemental Agenda:*

**CONFERENCE WITH REAL PROPERTY NEGOTIATORS – Pursuant to California Government Code Section 54956.8.**

Property: 636 Ward Street  
Negotiating Parties: City of Martinez and Bart and Jane Bisio  
Agency Negotiator: June Catalano, City Manager  
Under Negotiation: Price, terms of payment, and other conditions of acquisition.

Closed Session held.

**RECONVENE - PLEDGE OF ALLEGIANCE - ROLL CALL**

The meeting reconvened at 7:00 p.m. with all members present as indicated. Mayor Schroder reported on the closed session held, noting that the Council gave direction to the agency negotiator, with nothing else reported.

**PRESENTATION(S)/PROCLAMATION(S):**

*Presentation of Recognition for the Martinez Mets, Little League District Champions.*

Councilmember Kennedy introduced and commended the team and managers. Mayor Schroder presented the certificate to Martinez Mets Manager Tom Hoad.

**PUBLIC COMMENT**

Angie Roberts presented the Council with a letter regarding health and safety issues related to the lake at Hidden Lakes Park and requested Council's assistance in improving the situation. She also thanked City Engineer Tim Tucker for all his help. Mayor Schroder briefly commented on suggestions from Mr. Tucker for resolution.

Paul Wilson thanked those responsible for cleaning up the John Muir Festival site. He also thanked the Chief of Police for diligently working with the neighborhood in keeping the homeless people from causing blight. He requested updates on 1) Specific Plan EIR, 2) Economic Feasibility Study, 3) Marina operator, 4) 630 Court Street and the opportunity for public comment, 5) earthquake retrofitting of unreinforced masonry (URM) buildings, 6) rental inspection program, 7) parking meter replacements, 8) boat ramp and ferry plaza, and 9) proposed 3-story county building downtown.

City Manager June Catalano reported on the Specific Plan Draft EIR (currently undergoing legal review), the Redevelopment Feasibility Study (currently on hold until after the Redevelopment vote), 630 Court Street (responses to RFP have been received and Council has requested additional information – it will not be sold below cost), and 3-story county building (developer Jim Busby is handling).

Dave Scola, Building Official, said Mr. Busby and the county were negotiating details of the new building. He also reported on the subcommittee's progress in evaluating and updating the City's URM program. He discussed progress on the proposed rental inspection program ordinance.

Community Development Director Richard Pearson gave an update on selection of the Marina operator and negotiations with the Department of Boating and Waterways, installation of new parking meters, and funding sources for the launch ramp and plaza improvements.

Julian Frazer commented on the Redevelopment Feasibility Study, noting that it should focus on the downtown, not the marina. He also urged the Council to evaluate whether it is financially feasible to have redevelopment and not just base it on blight. He commented on the Mayor's article in the Chamber's letter related to election "season", noting that elections are not sporting events and should be treated more seriously. He also responded to the Mayor's challenge to not spread misinformation, referring to claims that no one else has a plan for Martinez. He expressed that redevelopment is not a plan, and discussed the City's General Plan and Marina Master Plan which should be considered in setting future policies. He commented on the large amount of outside developer funding for the Measure M campaign, in contrast to the support against Measure M all coming from residents of the City.

## **CONSENT CALENDAR**

### **MOTION WAIVING READING OF TEXT OF ALL RESOLUTIONS AND ORDINANCES.**

Mayor Schroder pulled Item #9 for discussion.

9. Resolution supporting the "Martinez Veterans Welcome Home Program" to recognize veterans returning from service.

Mike Conklin congratulated the Council for the steps taken so far to set up the program. He presented a film clip on the history of homecoming veterans and the use of the blue star flag to indicate service of a family member in the military. He commented on the need to embrace and engage those who serve when they return home, by publicly acknowledging their service. Mike Underwood, Regional Director of the American Legion, discussed his homecoming from Vietnam service, and the need to help servicemen and women assimilate back into society,



specifically providing housing, employment and legal services. He thanked the Council for their support.

Mayor Schroder introduced three members of the Veteran's Commission in attendance, Sandy Minjack-Evans, Chuck Evans, and Lillian Galino.

Chuck Evans thanked the Council for considering the resolution and the necessary recognition for veterans.

Mayor Schroder opened public comment.

Paul Wilson noted that he was a Vietnam veteran, and he expressed support for the idea.

There being no further speakers, Mayor Schroder closed public comment.

Mayor Schroder discussed the origin of the program and expressed his support.

On motion of J. Kennedy, seconded by L. DeLaney, the Council unanimously approved Resolution No. 108-04, supporting the "Martinez Veterans Welcome Home Program."

[J.Teixeira/16.07.00]

Items #5, 6, and 11 were pulled for further discussion.

Mayor Schroder opened public comment on Items 1-4, 7-8, 10 and 12A&B.

Referencing Item #1, Julian Frazer asked for more information on the Closed Session held on August 16, 2004, and whether more details could be added to the minutes. He requested that future meetings on the subject allow for more public input. Mayor Schroder said no minutes were taken, since it was a Closed Session. He also noted that an RFP was issued, and public discussion would be allowed later in the process.

Mr. Frazer clarified that discussion of the building use should be public, not in a closed session. Mayor Schroder stated that the RFP was publicized, with the goal of the building included. He confirmed that no decisions have been made yet, and various ideas were suggested in the proposals presented.

Referencing Item #4B, Paul Wilson questioned the use of the Old Train Depot for storage for the Willows Theatre, instead of a museum. Mayor Schroder clarified that the purpose of the lease is to regulate the current use, and does not preclude eventual development of the site by the Historical Society. Vice Mayor Ross noted wording in the proposed lease that addressed the issue.

Phil Ciaramitaro requested clarification on Item #7. Mayor Schroder stated that Platinum Advisors has worked for the City for 2 years, and this proposal scales back their contract. Mr. Ciaramitaro verified that Platinum Advisors act as a lobbyist on the City's behalf.

Mr. Ciaramitaro also asked for clarification on Item #8. Mayor Schroder deferred to staff. Lianne Marshall explained that the purpose was to extend the deadline for the RFP by 60 days, until December 5<sup>th</sup>.

There being no further speakers, Mayor Schroder closed public comment.

On motion by J. Kennedy, seconded by M. Ross, the Council unanimously approved Consent Items #1-4, 7-8, 10, 12A and 12B.

1. Motion approving City Council Minutes of July 21, 2004 and Special Meeting of August 16, 2004. [M.Cabral]
2. Motion rejecting claim(s) against the City by Elizabeth Herrick, Claim #04-12. [J.Catalano]
3. Motion approving Check Reconciliation Register dated 07/15/04, 07/20/04, 07/21/04, 07/23/04, 07/29/04, 07/30/04, 08/03/04, 08/05/04, 08/11/04, 08/19/04 and 08/20/04. [C.Heater/2.1.0]
4. A. Motion approving the Arts and Library Commission Grant of \$1,000 each to Martinez Friends of the Library and to the Shell Alumni. [J.Tool/16.09.00]

*Added from Supplemental Agenda:*

- B. Motion authorizing the City Manager to sign a lease with the Willows Theatre Company for use of the Old Train Depot. [J.Tool/05.20.00]
7. Resolution No. 106-04 authorizing the City Manager to execute an agreement with Platinum Advisors for consultation, strategic advice, and advocacy representation. [M.Chandler/17.06.02]
8. Resolution No. 107-04 tolling the running of the time in which Comcast Corporation must respond to the request for renewal proposal issued by the City of Martinez. [M.Chandler/31.01.00]
10. Resolution No. 109-04 supporting Proposition 1A, the statewide ballot initiative that will prevent the state from taking local government revenues. [L.Marshall/41.00.05]
12. A. Resolution No. 111-04 authorizing the City Manager to execute a funding agreement with Contra Costa County for Community Development Block Grant (CDBG) funds to install curb ramps; and allocating \$10,000 of Gas Tax funds to Account No. C1025 for the 2004 Curb Ramp Installation Project; and [T.Tucker/9.14.00/12.02.00]
- B. Motion approving the plans and specifications and authorizing staff to advertise for construction bids for the 2004 Curb Ramp Installation Project. [T.Tucker/12.02.00]

5. Resolution authorizing the City Manager to execute an agreement between the City of Martinez and Main Street Martinez.

Councilmember Kennedy commented on her support for the agreement and expressed appreciation to staff for answering most of her questions. She asked for clarification on the scope of service.

Consultant Susan McCue discussed the four committees (Promotions, Economic Restructuring, Organization and Design) and indicated that the scope of service could include specific workplans and deliverables for each committee.

Mayor Schroder opened public comment.

Julian Frazer commented on the difficulty in Main Street Martinez gaining wide support, while also being involved in redevelopment issues. He expressed support for Main Street's past activities which contributed to the improvement of the community as a whole. He encouraged activities that do not exclude people with differing opinions.

Phil Ciarmatero asked for clarification on the agreement itself. Mayor Schroder discussed the proposed contract, with specific tasks to be accomplished by Main Street Martinez.

There being no further speakers, Mayor Schroder closed public comment.

Councilmember Kennedy asked for more detail on Main Street's full budget, as well as regular reporting on outcomes through the year.

Vice Mayor Ross complimented Councilmember Kennedy for the thoroughness of her questions to Main Street.

Councilmember DeLaney also noted that Main Street Martinez has been financially supported by the City since its inception, not just since election season started.

On motion by J. Kennedy, seconded by L. DeLaney, the Council present voted unanimously to approve Resolution No. 104-04, authorizing the City Manager to execute an agreement with Main Street Martinez, to include budget information (and contributions from other sources) and mid-year reports. [S.McCue/9.12.04]

6. Resolution authorizing the City Manager to execute an agreement between the City of Martinez and the Martinez Chamber of Commerce for the Visitor's Center.

Councilmember Kennedy expressed the need to be very clear and specific about the deliverables in the contract, to avoid any confusion about the expectations of all the parties. She also asked for a full budget accounting from the Chamber of Commerce. She provided materials to staff on ways to improve the process.

Mayor Schroder opened public comment.

Julian Frazer discussed the impression given when the City supports an organization financially. He cautioned the Chamber not to become too political. Mr. Frazer questioned why some improvements to the train station have not been completed, and expressed ideas to promote the full use of the Intermodal facility.

Paul Wilson asked how much the Chamber would be receiving from the City; Councilmember DeLaney said \$55,000. He encouraged the Council to require an audit trail for all events coordinated by Main Street and the Chamber.

There being no further speakers, Mayor Schroder closed public comment.

Councilmember DeLaney clarified that the contribution to the Chamber was specifically earmarked for the Visitor's Center, not all activities by the Chamber. She also reviewed the reporting requirements by the Chamber included in the agreement. She expressed confidence that auditing of the activities would be done.

On motion by L. DeLaney, seconded by M. Ross, the Council present voted unanimously to approve Resolution No. 105-04, authorizing the City Manager to execute an agreement with the Martinez Chamber of Commerce to operate the Visitor's Center. [S.McCue/07.02.01]

11. Resolution accepting bids for the Morello Avenue Bicycle Lane Project and awarding the construction contract to MCK Services, Inc. in an amount of \$164,582.

Vice Mayor Ross expressed appreciation to staff for the application for grant funds from the Transportation Fund for Clean Air. He asked the time frame for completion of the bike lane. Community Development Director Richard Pearson said it would be a two-three month project at most, noting it should be done before the rainy season.

Vice Mayor Ross questioned whether unexpended funds could be applied to other projects. Mr. Pearson said funds would be granted as spent, so it was unlikely that unspent funds could be used elsewhere. He agreed to investigate whether they could be used to repair other bike lanes.

Mayor Schroder opened public comment.

An unidentified speaker discussed glass and urine in the bike lane under the train trestle. Mayor Schroder asked staff to add cleaning the bike lane to the Public Works list.

There being no further speakers, Mayor Schroder closed public comment.

On motion by M. Ross, seconded by J. Kennedy, the Council present voted unanimously to approve Resolution No. 110-04 accepting bids for the Morello Avenue Bicycle Lane Project and awarding the construction contract to MCK Services, Inc. in the amount of \$164,582.

[T.Tucker/12.08.02]

**PUBLIC HEARING(S) – None.**

## ORDINANCE(S)

13. Adopt an Ordinance repealing Ordinance No. 1240 C.S. "An Ordinance Adopting the Voluntary Expenditure Ceilings set forth in Proposition 208."

City Attorney Jeff Walter provided a staff report, giving background on Ordinance No. 1240 developed in response to Proposition 208. He also discussed Proposition 34, which was adopted to replace Proposition 208 because Proposition 208 was found to be unconstitutional; therefore, Ordinance No. 1240 should be repealed.

Mayor Schroder opened public comment.

Beth Rainsford expressed appreciation for the existing Ordinance, especially as a way to prevent outside contributors from donating heavily to campaigns. She challenged Vice Mayor Ross and Councilmember Kennedy to stick to the limits set by Proposition 208, and to limit outside contributions. Vice Mayor Ross noted his support for Proposition 208, although because it was found to be unconstitutional, he acknowledged the necessity to repeal it. He noted that he was the first in the state to publish his contributions on line, and he expressed his intention to honor the spirit of Proposition 208.

Ms. Rainsford asked about limits to spending for the Mayor's race, commenting on the amount spent by Mayor Schroder. Mayor Schroder noted, and the City Attorney confirmed, that the mayoral race referred to occurred after repeal of Proposition 208.

Phil Ciaramitaro disputed Vice Mayor Ross's intention and asked him if he would sign the form at this time. Vice Mayor Ross agreed to sign. Mr. Ciaramitaro asked Councilmember Kennedy to sign. She declined, in view of the fact that it was a voluntary act to begin with, has been found unconstitutional, cannot be binding and can be circumvented anyway. She expressed her intention to be financially prudent, although she acknowledged she had no way to know how much the campaign will cost.

Vice Mayor Ross expressed concern about in-kind contributions which are never really accounted for. He encouraged a spirit of disclosure. Mr. Ciaramataro chided Vice Mayor Ross and Councilmember Kennedy for not complying previously with an existing City ordinance.

Julian Frazer noted that the unconstitutionality of Proposition 208 was not established until a week ago, and the City ordinance should have been followed in the meantime. He said that any candidate should be able to win a Council race for less than \$25,000. Larger ceilings for contributions allow greater funding from out-of-town contributors. Mr. Frazer suggested that the

earlier ordinance prohibiting the use of eminent domain for residential properties should also be repealed, since it has no real authority. He also suggested that all City ordinances be reviewed for their legality and effectiveness.

Paul Wilson said he thought every candidate should put up \$500 and agree to participate in a roundtable debate forum, with community participation.

David Piersall suggested that members of the Council running for re-election should avoid being baited into debate at Council meetings. He encouraged campaign debate in other settings.

There being no further speakers, Mayor Schroder closed public comment.

On motion by L. De Laney, seconded by J. Kennedy, the Council present voted unanimously to introduce the ordinance repealing Ordinance No. 1240. [J.Walter/40.20.05]

#### **CITY MANAGER**

#### **14. Comment(s)/Update(s)/Report(s).**

At the request of Ms. Catalano, Police Chief Cutaia reported that the City, in conjunction with Taste of Martinez, is planning a 911 Memorial Remembrance on September 11<sup>th</sup> at 6:30 p.m. in front of City Hall. He noted there would also be an information booth at the Taste of Martinez event following the ceremony. Chief Cutaia also reported on the construction plans for the 911 Memorial Monument, which are currently being developed. He indicated that requests for contributions will be solicited, as well as a brick donation program for those who want to recognize individuals.

#### **APPOINTMENTS TO COMMISSIONS AND/OR AGENCIES**

#### **15. Appointment to the Design Review Committee.**

Mayor Schroder discussed the application, qualifications, and experience of landscape architect Brian Kilian.

Mayor Schroder opened public comment.

Paul Wilson commented on the need to have Martinez residents fill open positions on City boards and commissions. Mayor Schroder indicated that Mr. Kilian was a resident of Martinez, as were most members of the Commission. Councilmember DeLaney asked whether he lived in Martinez or only had a business in the City. She also asked whether the opening was posted for all residents. Assistant City Clerk Mercy Cabral confirmed that it was.

Julian Frazer recommended that Conflict-of-Interest Forms be completed for each person who serves on a City committee or commission, and that copies of their applications be included with the staff report in the future.

There being no further speakers, Mayor Schroder closed public comment.

Councilmember DeLaney questioned making a decision without clarifying Mr. Kilian's residency status. Councilmember Kennedy discussed the difficulty in finding a qualified resident to serve. Mayor Schroder confirmed that residency in the City was not a prerequisite for serving on the Design Review Committee.

Mayor Schroder recommended and the City Council unanimously approved the appointment of Brian Kilian to the Design Review Committee. [16.11.01]

## CITY COUNCIL

### 16. City Council Comments.

Councilmember DeLaney requested that Chief Cutaia comment on a series of articles printed in the Contra Costa Exclusive on racism in Martinez, as well as provide an update on the work of the Diversity Committee. Chief Cutaia gave an update on the Diversity Committee and development of a standard operating procedure for the Martinez School District and the Police Department. He also commented on the newspaper articles, although he felt it was inappropriate to reflect on the content.

Councilmember DeLaney also requested for the next agenda, an amendment to the Municipal Code allowing a conditional use permit for wind generators in residential areas. She announced upcoming events (Martinez Classic Car Show, Main Street Martinez Annual Meeting, Children's Health and Safety Fair) and noted the Chamber of Commerce Candidate Forum scheduled for October 5<sup>th</sup> at 7:30 a.m. at the Martinez Adult Education Center.

Councilmember Kennedy announced Art in the Park on September 12<sup>th</sup>, Fiesta Italia September 17-18, MEF Fun Run and Heritage Parade on October 2<sup>nd</sup>, and especially noted the Cell Phones for Seniors kick off event on September 15<sup>th</sup> at the Senior Center. She thanked Officer Stretch and Chief Cutaia for all their work.

Vice Mayor Ross advised citizens to prepare for erosion control needed as a result of the recent fire. He mentioned the 911 Ceremony at Ignacio Plaza (in front of City Hall). He also gave an update on AB 2450, proposed legislation dealing with sexually violent predators, which is now on the Governor's desk.

Chief Cutaia discussed current surveying of the fire area being done by City Engineer Tim Tucker.

Mayor Schroder indicated that he could not attend the 911 Ceremony and asked Vice Mayor Ross to attend in his place. He also stated that a magazine "Horizon Air" had an article on the City's Town Crier Redmond O'Colonies. He requested that copies be made for the Council. He asked that the meeting adjourn in memory of Bob Hagin, a long-time resident of the City.

## ADJOURNMENT

Adjourned at 8:55 p.m. *in memory of Bob Hagin* to a Regular City Council Meeting on September 15, 2004, at 7:00 p.m. in the Council Chambers, 525 Henrietta Street, Martinez, California.

Approved by the City Council,

  
Rob Schroder, Mayor

Mercy G. Cabral, Deputy City Clerk-9/15/04

04.09.01.09

5.20.00

**Rental Agreement between the City of Martinez and The Benefactors, Inc.,  
dba the Willows Theatre Company for the Old Train Depot**

THIS RENTAL AGREEMENT is made and entered into this 1st day of September, 2004, by and between the City of Martinez, a municipal corporation (City), and Benefactors, Inc., dba the Willows Theatre Company, a California non-profit corporation (Willows), (collectively, the Parties).

**1. Property**

A. The City does hereby rent to the Willows space in the building know as the Old Train Depot (the Property) located at 401 Ferry Street in the City of Martinez for purposes of costume storage, rental and associated activities. The Property is more particularly shown on the map attached hereto as Exhibit A, which is incorporated into this rental agreement by reference.

B. The Willows may use the parking lot adjacent to the property, as would any member of the general public. It is the City's intention that this parking lot will be metered at some point in the future. Excepting only the loading dock area, which shall be reserved for vehicle loading and unloading by the Willows, the City and other building tenants, the Willows will have not special status or reserved spaces in said parking lot.

C. The Parties understand that, in the future, the Property will be restored as part of the John Muir Festival Center (JMFC) improvements and ultimately may be used by the Martinez Historical Society for exhibition space, a research library, and storage space; for office space and meeting rooms for JMFC staff; and for shared gift shop and box office space. In addition, the City may use a portion of the Property for storage of whatever items the City determines need to be stored at the site. In the interim, it is the intention of the Parties to make reasonable use of the Property and to protect it from wanton vandalism or unnecessary deterioration.

**2. Term**

A. This rental agreement will be on a month-to-month basis for a renewable term of one year.

B. The Parties may terminate this agreement at any time during its term by providing the other with a written 30-day notice.



C. The City may terminate this agreement if the Willows fails to perform, keep and observe any of the terms or conditions of this rental agreement upon a written 15-day notice and opportunity to cure.

D. Upon the expiration or termination of this rental agreement, the Willows shall remove all structures, personal property, goods, chattel and fixtures belonging to the Willows. In the event the Willows does not remove all of its structures, personal property, goods, chattel or fixtures after written notice from the City Manager to do so, the City, at its option, may deem such property to be abandoned and the City may either retain such property or have such property removed. If the City chooses to have such property removed, all of the costs of removal shall be the sole obligation of the Willows.

3. Rent

The Willows shall pay rent to the City in the amount of \$1 per month.

4. Use

The Willows shall be permitted to use the former ticketing and passenger waiting areas of the Old Train Depot for costume rentals and other areas of the Property for minor costume repair and storage, general storage, record keeping and similar purposes in connection with the Willows business and for no other use or uses without the prior express written consent of the City Manager. The Willows must comply with all business license and insurance issues related to a costume rental business.

5. Utilities

At its sole cost and expense, the Willows shall make arrangements and pay for water and garbage services necessary for the Willows occupancy and use of the Property. The City shall continue to maintain electric service to the Property. The Willows will be responsible for one-half of the monthly electric charge. Every six months, or at such intervals as the City may choose, the City shall provide an accounting of electric charges for the depot. Willows shall remit its share of the charges within thirty (30) days.

6. Repair and Maintenance

A. Willows hereby acknowledges that it has inspected the rental Property and presented the City with a list of repairs necessary to restore the Property to a fully tenable condition. Willows further acknowledges that the City has completed those repairs and that as of the date of this rental agreement the Property was in a fit and tenable condition.

B. During the term of this rental agreement, the Willows will promptly notify the City of conditions that arise which require repair or modification (e.g. broken windows, plumbing problems, et cetera). The City shall use best efforts to repair these conditions timely subject to staff and funding availability.

C. The Willows shall, during the term of this rental agreement, maintain the rented Property in good, clean, and safe condition and shall on expiration or termination of this agreement surrender the Property to the City in as good condition and repair as existed on the commencement date of this agreement, reasonable wear and tear excepted. The Willows shall, at the Willows own expense, repair all damages to the rented Property occasioned by the Willows lack of ordinary care.

D. Willows shall be solely responsible to maintain and repair any trade fixtures, equipment or other personal property located at the rented Property.

E. Willows shall be responsible at its own expense to provide janitorial services for the rented Property in a manner sufficient to maintain the rented Property in a reasonable condition.

**7. Alterations and Improvements**

The Willows shall not construct or cause to be constructed any improvements on the Property nor may the Willows make alterations to the Property without the prior written consent of the City Manager.

**8. Indemnification**

A. The City shall not be liable to the Willows, and the Willows hereby waives all claims against the City, its officers, officials, agents and employees, for any injury or damage to any person or property in or about the rented Property or the common areas associated with the Property by and from any cause whatsoever except injury or damage caused by the gross negligence, intentional or willful acts of the City or the City's officers, officials, agents and employees.

B. The Willows shall hold the City harmless from and defend the City, its officers, officials, agents and employees, from and against any and all liability, loss, damage, expense or costs (including without limitation costs and fees of litigation) due to injury, including death, to any person, or loss or damage (including loss of use) to any property, arising out of the conditions of the rented Property or caused by the acts or omissions, negligence, gross negligence, or willful misconduct of Willows, its employees or agents, in connection with its performance under this rental agreement, or its failure to comply with any of its obligations contained in this agreement except for any loss or damage or portion of loss or damage that is caused by the gross negligence, intentional or willful acts of the City, its officers, officials, agents and employees.

9. Insurance

A. Willows shall during the entire term of this rental agreement maintain public liability insurance in the amount of \$1 million for injury to or death to one person, and \$1 million for injury to or death of more than one person in any one accident, insuring the Willows against liability for injury and/or death occurring in or on the rented Property or common areas. The City shall be named as an additional insured and the policy shall be primary and shall be endorsed to provide that other insurance maintained by the City shall not be called upon to contribute to a loss covered by said policy. The policy shall also be endorsed to state that the City shall be notified at least 30 days prior to any proposed cancellation or change in the policy. The Willows shall pay all premiums for this insurance. Evidence of insurance, including evidence of all endorsements required herein, shall be delivered to the City prior to the commencement of this rental agreement.

B. Willows shall during the entire term of this rental agreement maintain, at Willows' sole cost, property damage insurance against loss to Willows' personal property, including trade fixtures and equipment of Willows that may be on or in the rented Property.

C. The insurance the Willows is required to provide pursuant to this agreement shall contain a waiver of subrogation against the City, its officers and employees.

10. Assignment and Subcontracts

This rental agreement and any of the rights and privileges provided for herein shall not be transferred, assigned or subleased by the Willows without the Willows first having obtained the written consent of the City Manager to do so.

**11. Ordinances, Laws and Regulations**

The Willows shall abide by the ordinances and regulations of the City of Martinez and the laws and regulations of the State of California and the United States with regard to the use of the rented Property.

**12. Inspection by City**

The Willows shall permit the City's agents, representatives or employees to enter the rented Property at all reasonable times for the purpose of inspecting the Property to determine whether the Willows is complying with the terms of this agreement and for the purpose of doing other lawful acts that may be necessary to protect the City's interest in the rented Property.

**13. Shared Storage Use**

Willows understands that the City will utilize the Old Train Depot for storage space for whatever items the City determines to store at the depot. The Willows further understands that the Parties may amend this rental agreement at any time to accommodate the shared use of the Property by the Willows, the City, the Martinez Historic Society and the John Muir Festival Center to utilize the Old Train Depot for storage or for any other mutually agreed purpose. The Willows will ensure that its planned occupancy does not unreasonably interfere with the City's storage of items in other areas of the depot, the City's access to stored items, or the storage and access to stored items by the other referenced organizations or by the City. Willows will not remove or otherwise disturb items stored by the City or others.

**14. Taxes**

The parties acknowledge that under the State of California Revenue and Taxation Code Section 107.6, a possessory interest subject to property taxation may be created whenever public property is rented to a private party, and that, unless otherwise exempt pursuant to Article XIII, section 4(b) of the California Constitution or other provision of California law for property used exclusively for charitable purposes, the private party in whom possessory interest is vested may be subject to the payment of property taxes levied on that interest.

**15. Waiver of Breach**

The waiver by the City of any breach of Willows of any of the provisions of this rental agreement shall not constitute a continuing waiver or a waiver of any subsequent default or breach by Willows either of the same or a different provision of this rental agreement.

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**16. Authorization and Parties Bound**

A. The parties executing this rental agreement warrant that they have been duly authorized to execute this rental agreement on behalf of the entity which they each represent and that this agreement shall constitute a binding obligation on the entities the represent.

B. This rental agreement shall be binding on and shall inure to the benefit of the heirs executors, administrators, successors, and assigns of the parties, but nothing in this paragraph shall be construed as consent by the City to any assignment or rental agreement any interest thereon by Willows except as provided in Paragraph 10 of this rental agreement.

**17. Notices**

Notices given under the terms of this rental agreement must be in writing and shall be deemed properly served if such notice is hand delivered or mailed by certified mail, return receipt requested, addressed to the other party at the following address, or such other address as either party may, from time to time, designate in writing:

**City:** June Catalano, City Manager  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

**Willows:** Richard Elliott, Producing Artistic Director  
Willows Theatre Company  
1425 Gasoline Alley  
Concord, CA 94520

Notice mailed in accordance with the provisions hereof shall be deemed to have been given as of the date of hand delivery or the third business day following the date of such mailing, whichever is earlier.

**18. Attorney's Fees**

If any litigation is commenced between the parties to this rental agreement concerning the rented Property, this rental agreement or the rights of either in relation to the rented Property or the rental agreement, the party prevailing in that litigation shall be entitled, in addition to any other relief granted, to a reasonable sum as and for its attorney fees in the litigation which shall be determined by the court in that litigation.

19. Entire Agreement

This rental agreement contains the sole and only agreement of the parties. Any prior agreements promises, negotiations or representations not expressly set forth in this rental agreement are of no force or effect.

20. Amendment

This rental agreement shall not be amended, except through writing signed by the parties. Any amendment or addendum to this rental agreement shall expressly refer to this rental agreement.

IN WITNESS WHEREOF, the parties hereto have affixed their signatures below:

City

By: 

June Catalano, City Manager

Approved by the City Council on this 1<sup>st</sup> day of September 2004.

Willows

By: 

Richard Elliott, Producing Artistic Director

Approved as to form:

By: 

City Attorney

05. 20.00

**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
September 1, 2004**

**TO:** Mayor and City Council

**FROM:** June Catalano, City Manager

**PREPARED BY:** Richard Pearson, Community Development Director  
Joann Tool, Management Analyst

**SUBJECT:** Motion authorizing the City Manager to sign a lease with the Willows Theatre Company for use of the Old Train Depot.

**DATE:** August 18, 2004

**RECOMMENDATION:**

Motion authorizing the City Manager to sign a lease with the Willows Theatre Company for use of the Old Train Depot.

**BACKGROUND:**

The Willows Theatre Company has been working diligently with the City staff to develop a lease for the use of the Old Train Depot. The Willows is currently using the old train depot for their costume shop/storage/rental and storage of various props. The term of the agreement is month-to-month for one year. The lease provides that the use of the building be shared between the Willows and the City keeping in mind that the ultimate use will be for the City, Willows, Martinez Historical Society and the John Muir Festival Center.

**FISCAL IMPACT:**

No new fiscal impact.

CITY OF MARTINEZ

CITY COUNCIL AGENDA  
July 25, 2001

5,20.00

**TO:** Mayor and City Council  
**FROM:** June Catalano, City Manager  
**PREPARED BY:** Richard Pearson, Acting Comm. Dev. Director  
**SUBJECT:** Old Amtrak Station  
**DATE:** July 18, 2001

**RECOMMENDATION:**

Authorize City Manager to contract with architect for preliminary designs for re-use of old Amtrak Station.

**BACKGROUND:**

With the opening of the new Amtrak station in the Intermodal Project, the old station will be available for re-use. In 1998, the City Council allocated the building to the Martinez Historical Society, for use as an annex to their existing museum, which is located in the Borland house at Court and Escobar. The concept was that the old station would provide an area to display larger artifacts, which the house has insufficient room for. The thought was also that the old station site would provide a site for eventual relocation of the Borland house, thereby creating a historical museum park at the entrance to the City's water front area. The museum park would also be close to the historical locomotive display, across the tracks, on the west side of Ferry Street.

Recently, representatives of the Willows Theatre have met with representatives of the Historical Society to discuss a joint use of the building for a Willows Theatre box office as well as the museum. The Willows Theatre anticipates that the John Muir Mountain Days musical will become an annual event, and a permanent box office here will be needed. The Historical Society is pursuing a \$250,000 state parks grant, and the Willows Theatre has indicated that they can apply to the Leshner Foundation for a similar amount.

Staff plans to hire an architect to prepare preliminary site plans (showing the Borland house relocation) and floor plans, as well as cost estimates for use in the grant applications.

5



CALL TO ORDER

Vice Mayor Woodburn called the meeting to order at 6:05 P.M. with all Councilmembers present with the exception of Mayor Menesini.

CLOSED SESSION

With respect to every item of business to be discussed in closed session pursuant to the California Government Code:

CONFERENCE WITH LEGAL COUNSEL--ANTICIPATED LITIGATION  
Significant exposure to litigation pursuant to Subdivision (b) of Section 54956.9: One potential case.

CONFERENCE WITH LABOR NEGOTIATIONS  
Section 54957.6  
Agency Representative: Diana Doughtie, Industrial Employers Distributors Association  
Employee Organization: Martinez Police Non-Sworn Employees' Association. [J.Walter]

RECONVENE - PLEDGE OF ALLEGIANCE - ROLL CALL

The meeting reconvened at 7:25 P.M. with all Councilmembers present.

Mayor Menesini advised that a Closed Session had been held with nothing to report.

PRESENTATION(S)/PROCLAMATION(S)

Presentation by Julie Pierce, Mayor of Clayton, *Mayors Conference proposal for Growth Management Study*.

JULIE PIERCE Mayor of the City of Clayton, advised that she was also the Chair of the City/County Relations Committee for Contra Costa: Shaping Our Future - Steering Committee whose purpose had been to develop a community-based unified vision and implement strategies to guide the growth and development of Contra Costa County, while preserving and enhancing the quality of life for all County residents. She advised that the CCRC had been meeting for more than two years with a large Stakeholders Group representing a number of interests to discuss growth anticipated in the County, and how to accommodate that growth while also preserving the quality of life.

The committee had identified two courses of action; the first being the identification of vacant and underutilized land parcels within the Urban Limit Line (ULL) countywide which had been completed and presented to the Stakeholders Group. The second phase had been to probe ways to use that data, while exploring methods for engaging the public, developing strategies that could be implemented to accommodate the growth, create employment, provide affordable housing while also preserving the quality of life and protecting open space, preservation of farm lands and the enhancement of natural habitat.

Ms. Pierce stated it had been anticipated through countywide efforts and through cooperative planning that innovative ways could be identified to accommodate the anticipated growth in the County while also preserving the quality of life. In December 2000, the CCRC issued a Request

for Proposal (RFP) based on the Shaping Our Future document to prospective consultants to guide the process. Presentations had been made to the Stakeholders Group and the Steering Committee with the final consultation selection made by the Steering Committee on March 19, 2001. That consultant would be charged with guiding the second phase of the countywide planning effort.

Ms. Pierce advised that to continue the countywide participation and representation, the Steering Committee representing the cities and County had asked that all of the cities and the County commit 60 cents per capita in their 2001-2002 budget for the funding of the study. It was anticipated that the study would cost approximately \$750,000 with participating jurisdictions to contribute approximately \$600,000 based on an estimate of a total Countywide population of nearly 1 million people. The Steering Committee was also pursuing State and federal funding grants to augment the local funding effort.

Ms. Pierce presented the Council with the document Contra Costa: Shaping Our Future and a sample proclamation of commitment to participate and contribute to the funding efforts. She requested support from the Council.

Councilmember Schroder supported the efforts, commenting on the City's own efforts to revitalize the waterfront and downtown. He was pleased to see that the Mayors Conference was spearheading the effort noting that the request for funding had been placed on the Consent Calendar for action.

Vice Mayor Woodburn commented on the homeless and questioned how that portion of the population would be represented since the cities had to resolve that issue as well before they could come to a complete solution.

Ms. Pierce advised that ways to inform the homeless population were still being reviewed. She noted that the consultant that had been selected had worked in other metropolitan areas. It was possible that information could be provided in shelters, on buses, and through public service centers. She explained that one of the goals was how to avoid gentrification housing for everyone since it was a challenge and they could not afford to move people out of what was affordable now.

Councilmember Ross commented that he had appreciated working with the Steering Committee and suggested that the information would provide a good base line for working from the bottom up. He too was pleased to see that the Mayors Conference had taken the lead in the efforts.

Councilmember Lewis also commended Ms. Pierce on the efforts and thanked her for the information.

By consensus, the Council endorsed the Contra Costa: Shaping Our Future Study funding request.

#### *Presentations regarding the John Muir Amphitheater*

Mayor Menesini presented Certificates of Appreciation to City staff persons Joann Hoyer, to Acting Public Works Director Dave Scola in recognition of the Public Works Department and Acting Parks & Recreation Director Bob Cantrell in recognition of the Community Services Department and all those who had worked to realize the vision for the John Muir Amphitheater. He also recognized a number of volunteers present in the audience, all of whom had worked to make the John Muir musical, Mountain Days a success.

SCOTT BELDING, Executive Director, Pavilion Associates, advised that Mountain Days had been a wonderful experience with over 7,000 persons having attended the performances. He commented that now was the time to move forward for next year's event advising that they were working to form a team to deal with marketing, fundraising, landscaping, lighting and the like. He requested support from the City for the continued efforts.

Councilmember Ross referenced Consent Calendar Item No. 5 commenting that the possible designs for the re-use of the old Amtrak Station would be a good step forward and which in his opinion could possibly be utilized by The Willows Theater Company in partnership with the City as a ticket office for performances at the amphitheater. He too commented on Consent Calendar Item No. 6, noting the benefits of the reconstruction of the Susana Street Park stage and further commented on the importance of Consent Calendar Item No. 12, support for the allocation of funds for the City's participation in the Mayors Conference Growth Management Study earlier described by City of Clayton Mayor Julie Pierce.

Speaking to Consent Calendar Item Nos. 14 and 15, Councilmember Ross expressed his appreciation to those who had assisted City staff, in particular Congressman George Miller's Office, for the improvements included in the Subdivision Improvement Agreements. He also commented on the benefits to the community as a result of Consent Calendar Item Nos. 17, 18, 19 regarding the allocation of child care developer fees.

Mayor Menesini also commented on the efforts involved with Consent Calendar Item No. 6, suggesting that the reconstruction of the Susana Street Park Stage consider a design more in line of a band shell, not a reduction in size of the existing stage, since the stage had been routinely used by Opera in the Park and by other local organizations for local events. He recognized that the park itself may need renovation suggesting the consideration of benches in the center of the park.

On motion by R. Schroder, seconded by L. Lewis, the Council unanimously approved the Consent Calendar consisting of the following:

**MOTION WAIVING READING OF TEXT OF ALL RESOLUTIONS AND ORDINANCES.**

1. Motion approving City Council Minutes of June 6, 2001, June 13, 2001 and June 20, 2001. [M.Cabral]
2. Motion approving Warrant Register dated 06/19/01, Warrant Numbers 50346-50456; Warrant Register dated 6/29/01, Warrant Numbers 50457-50666; Warrant Register dated 07/10/01, Warrant Numbers 50667-50765; Warrant Register dated 07/11/01, Warrant Numbers 50766-50832; Warrant Register dated 07/18/01, Warrant Numbers 50889-50994. [L.Marshall/2.1.0]
3. Motion approving an Assignment, Guaranty, Assumption and Consent Agreement between GTE Mobilenet of California Limited Partnership Crown CastleGT Company LLC and the City of Martinez. [J.Walter/19.03.06]
4. Motion approving an agreement to retain George W. Pfeiffer of the law firm of Stoddard, Pfeifer, Bergquist & Wood. [J.Walter/42.00.02]
5. Motion authorizing the City Manager to contract with architect for preliminary designs for re-use of the old Amtrak Station. [R.Pearson/6.7.7]
6. Motion authorizing the City Manager to contract with designer for design services for reconstruction of Susana Park Stage. [R.Pearson/11.08.00]
7. Motion authorizing City Manager to sign lease agreements with Amtrak and the Martinez Area Chamber of Commerce, to relocate their offices into the new station at the Intermodal. [R.Pearson/5.19.00]
8. Resolution No. 088-01, Authorizing destruction of files and/or records pertaining to the City Clerk's Office. [M.Cabral/40.10.01]
9. Resolution No. 089-01, Granting consent to Central Contra Costa Sanitary District to conduct contractual Assessment District Proceedings to install sewer improvements along Vine Hill Way easterly of Costanza Drive. [J.Enke/30.05.02]

Councilmember Ross commended the Pavilion Associates design team and the efforts of The Willows Theater Group for bringing the musical to the community. He inquired whether or not the Council would support direction to the City Manager to investigate the possibility of hiring The Pavilion Associates team or assemble a team at a cost not to exceed \$25,000 to allow the matter to move forward.

Mayor Menesini recommended that the City Manager explore options to manage the amphitheater facility with a report back to the Council.

CITY MANAGER JUNE CATALANO affirmed that The Willows Theater Group and The Pavilion Associates had met with staff to discuss what needed to be done on an interim basis for the next year and to discuss long term plans for a permanent facility, as well as the need to raise funds to operate the facility. She expressed the willingness to continue to work with both groups to possibly explore all options as proposed with a report back to the Council.

Mayor Menesini suggested that Acting Public Works Director Scola also participate in the discussions to determine a professional way to water the plants and landscaping at the site to ensure the future survival of that landscaping.

RICHARD ELLIOTT, Creator of the Mountain Days Musical, presented the Council with statistical data regarding the attendance figures for the musical. He advised that they had exceeded their goals with an 89 percent attendance record. He further advised that tentative dates had been identified for the summer of 2002 where it was envisioned that the number of performances would be increased. He expressed his appreciation to the City and to the many volunteers who had participated in making the event a success.

**PUBLIC COMMENT (COMPLETE SPEAKER CARD AND GIVE TO CLERK)**

BERYL SCHWARTZ a resident of Martinez, expressed concern with the use of motorized scooters in her immediate neighborhood with respect to potential safety hazards to the youth utilizing the scooters and the associated noise impacts to the residents in the area. She commented on her understanding of what laws applied to the use of motorized scooters and inquired whether or not the City had any regulations on the use of such recreational equipment.

Mayor Menesini directed the Chief of Police to report back to the Council during the next meeting scheduled for September 5 with a report. He advised that the City was in the process of developing a Skate Park, and he recognized the concerns with the potential safety hazards and noise impacts associated with the use of such equipment.

JIM NEU a resident of Martinez, expressed his appreciation to the Council, City staff and all of the volunteers whose efforts had made the John Muir Musical a success. He particularly commended Joann Hoyer for her efforts. He agreed with the need to plan future performances. He suggested that the time was right to consider a permanent position within the Community Services Department whose purpose would be to coordinate with the Chamber of Commerce, Martinez Main Street Organization and the Farmers Market to coordinate all community events. He also encouraged the consideration of the use of the amphitheater for other local events and performances.

PAT BAYLISS a resident of Martinez, also expressed her appreciation to all of those persons involved in the efforts to develop the amphitheater and bring the musical to the community.

TOM GREERTY a resident of Martinez, reported on the recent action of AT&T to change the City's local public access channel from Channel 3 to Channel 99. He expressed concern that many residents may not be able to access that channel without a cable ready television. He also commented on the loss of the local studio which had been moved to the City of Walnut Creek. He suggested that AT&T had violated their cable franchise agreement with the City and although he understood that the City Attorney was in the process of reviewing the matter, he understood that through the City's cable franchise agreement, the City was entitled to a mainstream channel.

He requested that the Council review the matter and that AT&T be directed to reverse its action.

Mayor Menesini acknowledged the concerns and suggested that the City make a formal demand of AT&T to rectify the situation.

City Manager Catalano reported that the City Attorney had been reviewing the issue and had communicated the City's position to AT&T.

Mayor Menesini requested that a formal demand letter be sent to AT&T advising that the City was opposed to the change with a demand that AT&T reverse the action taken and that the correspondence include an invitation for a representative to attend the next City Council meeting to explain the situation. He emphasized the need to ensure that the City's franchise agreement was being met.

CITY ATTORNEY JEFF WALTER suggested that AT&T be invited to explain their position to the Council prior to the submittal of correspondence.

LARRY TOOL a resident of Martinez, expressed his appreciation to Mr. Greerty for bringing the matter before the Council and he appreciated the Council taking a stand to possibly rectify the situation.

PETER STRYKERS a resident of Martinez, advised that as a Civil Engineer he was concerned with the lack of design oversight or quality control for many of the City's paving projects, which in his opinion had not been designed properly. He also commented on a default microwave signal interconnection located on Alhambra Avenue where trees that had been planted could obstruct the signals in the near future. He further commented on the lack of a railing along Main Street at the creek, and took the opportunity to express his opposition to a proposal for a peaker power plant in the downtown area.

MICHAEL LEVINE a resident of Martinez, stated that he was glad to see an interest in the downtown area. He complimented the success of the amphitheater, The Intermodal Facility and the pavement projects. However, he expressed concern that the County had continued to take advantage of the City through the release of prisoners from the County Jail after hours at such times when there was no public transportation out of the community, with no protection for local residents. He requested that the Police Department work with the appropriate authorities to resolve the situation. He further commented on the lack of homeless shelters in many of the City's neighboring communities. He requested that the upcoming Mayors Conference discuss such issues to allow for equal facilities throughout the entire County.

JOHN REARDON a resident of Martinez, expressed his concern with the recent U. S. Customs seizure of drugs at the waterfront and the potential increase in pollution, health and safety impacts as a result of a proposed peaker power plant. He also commented on the entire Bay Area's lack of compliance with air quality standards. He recommended in response to the current energy crisis that efforts be made to consider alternative uses of power, such as solar or wind energy.

LAURA HOFFMEISTER, Mayor of the City of Concord, commented on the recent loss of the pediatrics and obstetrics units at Mt. Diablo Hospital. She expressed concern that the John Muir Health Care system may also be impacted in the future. She advised that the City of Concord had gone on record to oppose the reduction in services which were vital to the region and the Health Care District as a whole. Since the facility also served the City of Martinez, she requested that the City join the City of Concord in opposing Mt. Diablo Health Care District's reduction in health care services with a request that the facility remain a vital full care hospital for the entire community.

Recognizing that the request had not been agendized, Mayor Menesini made a motion to add the request as an Urgency Item to the Agenda. The motion was seconded by Vice Mayor Barbara Woodburn and carried unanimously.

Mayor Menesini opened the floor to any public comment. There was no comment on the subject item.

On motion by M. Menesini, seconded by B. Woodburn, the Council unanimously Supported Sending a Letter in Conjunction with the City of Concord Opposing the Reduction of Health Care Services at Mt. Diablo Hospital with A Copy of Said Letter to Also Be Sent to John Muir Hospital as well.

MILTON KALISH a resident of Martinez, and a clinical social worker, expressed concern with an increase in childhood asthma. He suggested that it should be a priority of the City to learn of the statistics since he could find no information from the County's Health Department. He suggested that the health risks could be linked to the pollution of the refineries in the community and as such requested that the City make it a priority to reduce the pollution in the City.

STEVE YOUNG a resident of Martinez, advised of noise and light impacts which affected nearby residents during the John Muir Musical performances. He requested that any future or increased use of the amphitheater take into consideration any potential negative impacts to the residents who resided near the facility.

MARIE GOODMAN a resident of Martinez, expressed her disagreement with the suggestion that local refineries were the cause of all environmental problems in the area.

CHRISTOPHER CHULINI a resident of Martinez, advised that his son had been a part of the City's Head Start childcare program, although he had been recently informed that his child was no longer eligible since the program was for migrants. He expressed his frustration that his child had been eliminated from the program with no notice and no assistance from the City to locate any affordable alternative in the community.

Mayor Menesini requested that the City Manager speak to Mr. Chulini after the meeting to possibly resolve the situation.

Mayor Menesini declared a recess at 8:36 P.M. The meeting reconvened at 8:55 P.M. with all Councilmembers present.

#### CONSENT CALENDAR

In response to Councilmember Schroder, ACTING COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR RICHARD PEARSON clarified the contract related to Consent Calendar Item No. 5. He also clarified the intent of Consent Calendar Item No. 7, for a recommendation for signed lease agreements with Amtrak and the Martinez Area Chamber of Commerce to relocate their offices into the new station at The Intermodal Facility. He further clarified that the landscaping and parking lot would be the responsibility of the City while the platforms would be the responsibility of Amtrak.

Councilmember Schroder emphasized the need to ensure that there were standards of care and maintenance with Amtrak included in any lease agreement to ensure it was maintained at the quality expected. He was otherwise pleased to see that the Chamber of Commerce would be relocating into the new station at a nominal charge.

Vice Mayor Woodburn also spoke to Consent Calendar Item Nos. 5, 6 and 7 commenting that it had been a culmination of about 12 years work on the Amtrak station with the relocation of the Chamber of Commerce having been discussed since 1993. She was pleased to see that the former Amtrak Station would be restored and beautified and made into a facility that would make everyone proud. She further commented on the reconstruction of the Susana Street Park Stage and she hoped that the design would be as utilitarian as possible.

10. Resolution No. 090-01, Granting consent to Central Contra Costa Sanitary District to conduct contractual Assessment District Proceedings to install sewer improvements along Grothman Lane at Alhambra Way. [J.Enke/30.05.02]
11. Resolution No. 091-01, Accepting bids for the Pacheco Boulevard Drainage Improvements Project and awarding the Construction Contract to the lowest responsible bidder. [J.Enke/12.04.33]
12. Resolution No. 092-01, Allocating funds for City participation in the Mayor's Conference Growth Management Study. [R.Pearson/9.2.8]
13. Resolution No. 093-01, Transferring \$100,000 of water surplus funds to Account No. 33-911, accepting bids for the 2000-01 Water Main Replacement Project, awarding the contract to D.R. Lemings Construction, Company and authorizing the City Manager to execute contract. [A.Pellegrini/J.Enke/15.07.01]
14. Resolution No. 094-01, Approving Final Map for Subdivision No. 8330 and authorize the Mayor to execute the Subdivision Improvement Agreement. [J.Enke/13.8330]
15. Resolution No. 095-01, Approving Final Map for Subdivision No. 8397 and authorize the Mayor to execute the Subdivision Improvement Agreement. [J.Enke/13.8397]
16. Resolution No. 096-01, Authorizing the City Manager to execute an Agreement with Platinum Advisors for consultation, strategic advice and advocacy representation. [L.Marshall/17.06.02]
17. Resolution No. 097-01, Authorizing allocation of Child Care Developer Fees, not to exceed \$85,000, for the reconfiguration and renovation of the playground area at the Day Care Center in Morello Park to meet State of California Codes for Playgrounds. [J.Hoyer/6.10.05]
18. Resolution No. 098-01, Authorizing the allocation of Child Care Developer Fees, not to exceed \$23,000 to provide for capital improvements to the site located within the Morello Park. [J.Hoyer/6.10.05]
19. Resolution No. 099-01, Authorizing the allocation of Child Care Developer Fees in the amount of \$24,872.32 to purchase and construct storage sheds for Child Care. [J.Hoyer/6.10.05]

PUBLIC HEARING(S)
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20. Public hearing to consider an ordinance extending Ordinance 1286 C.S. an Urgency Ordinance establishing an Interim Moratorium on the approval of Permits, Uses and Land Use Entitlements for certain Adult Uses in the downtown area.

City Attorney Walter presented the staff report dated April 13, 2001. He recommended that the City Council Adopt an Urgency Ordinance Extending Ordinance No. 1286 C.S. which established an interim moratorium on the approval of adult-oriented businesses in the downtown area. The extension ordinance proposed herein will expire in 10 months and 15 days, unless extended (for up to one year).

Mayor Menesini opened the floor to public comment. There being no comment from the public he welcomed a motion to approve the staff recommendation.

On motion by L. Lewis, seconded by B. Woodburn, the Council unanimously Adopted an Urgency Ordinance Extending Ordinance No. 1286 C.S. which established an interim moratorium on the approval of adult-oriented businesses in the downtown area. The extension ordinance proposed herein will expire in 10 months and 15 days, unless extended (for up to one year).

[J. Walter/9.10.02]

Speaking to public hearing Item No. 21, Councilmember Ross advised that as a Real Estate Broker he had a listing across from the site of a proposal for a peaker power generation facility and as such would excuse himself from the dais so as not to pose a potential conflict of interest.

21. Public hearing to consider potential further City action in regard to proposals received for power generation facilities on City property.

City Manager Catalano presented the staff report dated July 25, 2001. She advised that the City had issued a Request for Proposal for power plants on City property. The purpose of the public hearing had been to consider any proposals received and determine whether or not the City wished to proceed further.

Acting Community Development Director Pearson explained that the City had received a response to the RFP from Genergy Power Solutions for a 50 megawatt peaker power plant proposed at the site of the City's Water Treatment Plant. He affirmed that the purpose of the public hearing was to receive public testimony and for the Council to determine whether or not they wished the City to proceed further with the proposal received or any other proposals. If the Council desired to move forward, staff would return with review procedures since any proposal would involve a number of entitlements and a lengthy environmental review period.

Mr. Pearson reiterated that the proposal received from Genergy Power Solutions had been for a peaker power plant to be located at the west end of the City's Water Treatment Plant. He clarified for the benefit of the audience, that the intent of the public hearing was not to take action on the proposal received, but was for the Council to determine whether or not the City should pursue a power plant proposal of any kind.

Mayor Menesini inquired of staff if the City were to accept an application fee if they would be legally obligated to an applicant to approve a particular proposal, to which City Attorney Walter explained that if the Council desired to go in that direction they would have to memorialize such direction whereby the Council would recommend an agreement that they wanted to move forward with fees to be obtained involving specific timelines and the like. He suggested that such an arrangement would be recommended if the Council was inclined to move in that direction. He acknowledged that the City was not committed to any particular proposal at this time.

Councilmember Lewis advised that she had received information on the proposal prior to the meeting and she suggested that in all fairness it would be appropriate for the Council to have the opportunity to review that information in depth prior to making a decision to continue to a point of accepting any application.

Vice Mayor Woodburn affirmed that the Council had just received the information on the proposed peaker power plant proposal and that it was appropriate for the Council to review that information prior to any decision. She also recognized the need to receive any public testimony on the topic.

Mayor Menesini opened the floor to public comment at this time.

RALPH SATTLER a resident of Martinez, and a member of Communities for a Safe Environment, advised that he had presented the Council and staff copies of his written comments dated July 23, 2001, which included 35 questions he requested be addressed regarding the subject proposal. He agreed that no decision be made at this time so as to allow the City the opportunity to evaluate the information provided, which he suggested be posted on the City's website to better



inform the public. He expressed concern that the proposal presented to the Council lacked a number of details and had raised a number of questions as reflected in his correspondence. He requested that many of the questions raised by his correspondence and that presented during the public testimony be addressed prior to any proposal moving forward.

The following Martinez residents also expressed opposition to a proposal for a peaker power plant, with many written comments having been presented to the Council:

DAVID FUGERE, KATHLEEN NIMR, resident and County Counsel for the Green Party, CHRISTINA REICH, BILL WAINWRIGHT, JOANN GABRIELSON, JOSEPH BRICCA, SALVADOR BELLECI, MARILYN MCKINNEY, CHRISTINE WISNIEWSKI, MICHAEL CUDY, LAURA WURDEMAN, DENISE DUDLEY, PAUL CRAIG, JESSE FEBUS, TIM PLATT and MICHAEL LEVINE.

The following concerns and issues were raised for the Council to consider while evaluating the proposal for a peaker power plant:

- Concerns raised that the region was already impacted by existing industry, including existing refineries in central, east and western portions of the County;
- Concerns with impacts to the existing air quality standards and related environmental impacts;
- Concerns expressed that the Bay Area has a high rate of prostate and breast cancer and was experiencing an increase in asthma health problems;
- Suggestions made for the consideration of alternative fuel sources such as solar or wind power;
- Questions raised as to who would be responsible for the cost for environmental studies;
- Suggestions made that such proposals also be considered for upscale communities such as the Cities of Moraga, Orinda, Lafayette, Clayton and Walnut Creek, not just those communities with existing industries;
- Concerns raised as to whether or not the State was really experiencing an energy crisis;
- Concerns raised as to how the City of Martinez or its citizens would benefit from the proposal or any power plant facility proposal;
- Questions raised as to whether or not the City had control over the peaker power plant and whether or not it would serve only the City of Martinez or surrounding communities as well. If so, would participating jurisdictions also be responsible for any associated costs for such a facility, with suggestions made that if such a facility were to locate in the community it should serve local residents only, or residents be provided with lower rate benefits;
- Suggestions made that the City consider establishing energy conservation methods, such as the installation of solar street lights and better education to the public on how to conserve energy;
- Suggestions made that the company which presented the proposal for a peaker power plant was not credible and was in fact a group of people that had aligned themselves with an energy company and was actually a property management company that had no experience in building power plants, with further suggestions made that if the City was serious in considering a power plant that it solicit information from those companies experienced in design and construction of such facilities;
- Suggestions made that the company was attempting to capitalize on the fear created by the media regarding the energy crisis;
- Suggestions made that many in the community were not aware of the proposal with the community not having been properly notified;
- Concerns expressed that such a proposal would negatively impact property values;
- Suggestions made that such a facility would be better located in the central portion of the state not surrounded by residential or populated areas; AND
- Suggestions made that the City consider multiple utilities, or work in cooperation with neighboring communities to buy power.

PUBLIC HEARING CLOSED

Mayor Menesini stated that the City had been presented with a proposal, although it was not a formal proposal with the subject discussions not about a specific proposal but whether or not the City should consider further action in regard to proposals received for power generation facilities.

Mayor Menesini acknowledged that there were a number of questions raised regarding the proposal that had been received. He noted that the entire Council had been appalled at what had happened with respect to energy in the State and the concerns that the energy crisis had been manipulated, with residents of the State having been victimized by the extreme high cost for power. He commented that the City, as well as other communities in the State, had suffered from rolling blackouts and that along with the increase in rates had affected the economy of the City and its people, particularly those of a lower income.

Mayor Menesini suggested that the City should consider and review whatever reasonable proposals were offered. He emphasized that the Council had never closed the door on anyone with respect to ideas.

Councilmember Schroder commented that the City had decided not to enter into an exclusive negotiation in any form and he agreed that the proposal was very sketchy with a lack of details. He suggested that many of the concerns and questions which had been raised by the members of the public were valid and should be answered. He clarified that it was not wrong for the Council to consider or review the proposal nor for the Council to discount any proposal before the City.

Councilmember Schroder stated that he had also spoken with Contra Costa County Supervisor Mark DeSaulnier and the Mayors for the Cities of Concord and Pleasant Hill, who had expressed an interest in considering a Contra Costa Power Authority, to promote conservation and the maximum efficient use of energy through the use of cutting edge technologies. He agreed with the need to review alternative energy sources to ensure the long term economic stability for the region with uninterrupted power at stable prices, a solution which could possibly reduce air pollution while also making money for the communities that participated.

Councilmember Schroder requested that the Council support the idea to review the feasibility of a joint power authority. He advised that the idea would be presented by Supervisor DeSaulnier at the upcoming Mayors Conference.

Mayor Menesini agreed that a joint power authority through a partnership with other jurisdictions, such as the County and neighboring communities, should be reviewed. He otherwise advised for the benefit of the audience that the City had put into place extensive conservation methods.

Vice Mayor Woodburn recognized the public testimony and noted the Council was doing its job by receiving the public testimony and by reviewing the proposal received. She recognized that many in the audience did not want the City to even consider the proposal, although she agreed that the information provided lacked a number of details and had raised a number of questions.

Councilmember Lewis reiterated that the Council would not be taking any action on the proposal before them. She too commented on the lack of details and questions which had been raised by the community. She noted that the applicants had come to the Council in good faith and that the Council had an obligation to review the proposal.

Councilmember Schroder recognized that the Council would not be taking any action on a specific proposal at this time and he recognized the need to evaluate the information received. He requested that the City Manager be authorized to contact the Cities of Pleasant Hill and Concord to formalize a possible idea for an exploratory committee for a potential joint power authority.

Councilmember Ross returned to the dais at this time and requested clarification from the City Attorney on the appropriateness of such direction to the City Manager for an item that had not been agendaized.

City Attorney Walter advised that the agenda item was to consider potential further City action in regard to proposals received for power generation facilities on City property and that Councilmember Schroder's request that the City Manager be directed to explore the concept of a joint power authority would be an appropriate request at this time.

By consensus of the Council, the City Manager was directed to contact neighboring cities to explore the concept of a Joint Power Authority. [J.Catalano/10.10.00]

Mayor Menesini declared a recess at 10:45 P.M. The meeting reconvened at 11:00 P.M. with all Councilmembers present.

RESOLUTION(S)

There were no resolutions.

ORDINANCE(S)

22. Introduce Ordinance amending the Martinez Municipal Code Title 8, Health and Safety, adding Chapter 8.34, Noise Ordinance.

City Manager Catalano presented the staff report dated July 25, 2001. Staff recommended that the City Council introduce an ordinance, adding Chapter 8.34 of the Martinez Municipal Code relating to Noise Control scheduled for adoption at the next meeting on September 5, 2001.

Vice Mayor Woodburn commented on the concerns expressed by a number of residents within the community regarding the potential safety impacts and noise associated with the use of motorized scooters. Since she understood that the use of such recreational equipment did not require a license, she requested that the use of motorized scooters be addressed in some way in the proposed ordinance.

Councilmember Schroder referenced Section 8.34.030 Noise Regulations, A(2), and the associated regulations and restrictions regarding certain items, which included time limitations. As to the use of lawn mowers, he pointed out that oftentimes people used their lawn mowers early in the morning or later in the evening, particularly during the summer. He suggested that the time limitations, as noted, be modified to be more reasonable.

The Council commented on the ordinance and recommended a number of revisions for consideration. Upon the discussion, the following amendments were proposed to the ordinance as follows:

Page Two, Section 8.34.020 Noise Standards, A(2):

2. *A day-night noise level (Ldn) of 60 dB is the standard for exterior noise levels.*

Page Two Section 8.34.030 Noise Regulations, A(2):

2. *The operation or use of any of the following before 7:00 A.M. or after 7:00 P.M. daily (except Sunday when the prohibited time shall be before 9:00 A.M. and after 5:00 P.M.).*

Page Three, Section 8.34.030 Noise Regulations, A(2) j:

- j. *The operation of stereo, public address or other such amplified equipment on or within a motor vehicle in violation of the State Vehicle Code.*

Page Three, Section 8.34.030 Noise Regulations, A(2) add item k:

- k. *The operation of any motorized scooter.*

Page Seven, Section 8.34.080 Violations:

*Violations of the Chapter shall be enforced as provided in Chapter 1.12 and may be charged as a misdemeanor or infraction at the discretion of the enforcing authority) and or may be declared a nuisance and subject to enforcement as provided in Chapter 1.13.*

In response to the Vice Mayor, POLICE CHIEF DAVE CUTAIA advised that the design of the future Skate Park would not allow for the use of motorized scooters since the use of scooters would not be compatible with the gunite material to be used for the park itself. Additionally, it could create a higher safety hazard to have skate board users and motorized scooters in the same area.

On motion by B. Woodburn, seconded by R. Schroder, the Council unanimously introduced an ordinance, Adding Chapter 8.34 to the Martinez Municipal Code Relating to Noise Control, as amended, with the ordinance scheduled for adoption at the meeting of September 5, 2001.

[C.Munneke/9.10.00]

CITY MANAGER

23. Resolution supporting the efforts of Local Unions to raise funds for the design, construction, and maintenance of a Workers Memorial; and approving the location of the Memorial at the green belt at the intersection of Pacheco Boulevard and Jones Street; and establishing a City account that donations can be deposited into until used.

On motion by L. Lewis, seconded by M. Ross, the Council adopted Resolution No. 100-01, Supporting the efforts of Local Unions to raise funds for the design, construction, and maintenance of a Workers Memorial; and approving the location of the Memorial at the green belt at the intersection of Pacheco Boulevard and Jones Street; and establishing a City account that donations can be deposited into until used.

[B.Cantrell/11.15.00]

24. Comment(s) and Update(s).

City Manager Catalano advised that a meeting needed to be scheduled with the Council to conduct Commission/Committee interviews. On the discussion, the Council directed staff to provide a list of vacancies of the City's Commission/Committees for review.

Vice Mayor Woodburn requested that the City present a certificate of appreciation to Bill Wood for his years of service on the Martinez Planning Commission, which could be presented at the next meeting.

APPOINTMENTS TO COMMISSIONS AND/OR AGENCIES

There were no appointments to Commissions and/or Agencies.

CITY COUNCIL

25. City Council Comments.

Councilmember Ross recommended that the City Manager investigate the possible use of solar panels on the roof of City Hall. He also advised that the downtown merchants had been pleased with the success of the John Muir Musical and that a number of surveys had found that many patrons of the play had dined in downtown establishments.

Councilmember Ross requested that the meeting adjourn in the memory of Bob Shirake, co-owner of Amato's Restaurant.

Councilmember Schroder requested an update report from staff regarding City costs incurred for the John Muir Musical and the total amount of donations received to offset the monies that had been pledged by the City for the event.

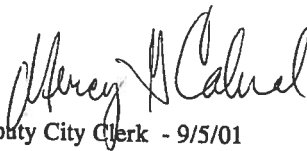
ADJOURNMENT

Adjourned at 11:25 P.M. *In Memory of Bob Shirake* and then to a Regular City Council Meeting on September 5, 2001, at 7:00 P.M. in the Council Chambers, 525 Henrietta Street, Martinez, California.

Approved by the City Council,



Michael M. Menesini  
Mayor



Deputy City Clerk - 9/5/01

07.02.02

City Council Agenda: November 4, 1998

To: Mayor and City Council

From: Richard Pearson, Transportation Projects Manager RP

Re: Use of Old Amtrak Station by Martinez Historical Society

**Recommendation:**

Authorize staff to negotiate agreement with the Martinez Historical Society, to operate a transportation annex to the existing museum, in the old Amtrak station.

**Discussion:**

Now that construction of the new Amtrak station is ready to start as part of the Intermodal Project, staff believes that it is an appropriate time for the City to begin formalizing an agreement with the Martinez Historical Society for the future use of the old station.

The relocation of Amtrak's Martinez operations to the new station will leave the old station essentially vacant (the Union Pacific Railroad still uses the east end for signal equipment). The Historical Society has begun preparing floor plans for the transportation annex. However, the City Council has not formally allocated the station to the Historical Society.

Staff envisions an agreement similar to that with Amtrak: nominal rent, with the Society responsible for utilities and janitorial service.

There has also been interest in the old station from a non-profit museum group which currently uses the old Crockett depot, as well as a railroad memorabilia wholesale distributor. Staff has responded to both of these inquiries by suggesting that they work with the Historical Society.

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2. Motion approving City Council minutes of October 7, 1998.
3. Motion approving Warrant Register dated October 21, 1998, Warrant Numbers 33290-33426; Warrant Register dated October 28, 1998, Warrant Numbers 33427-33549. [02.01.00]
4. Motion approving Cash & Investments Summary as of September 30, 1998. [02.01.00]
5. Motion approving Growth Management Program Compliance Checklist for Calendar Year 1997 for the Contra Costa County Transportation Authority. [6.7.15/9.2.8]
6. Motion accepting report from staff on applications of the Transportation Equity Act for the 21st Century (TEA-21) funding for Alhambra Avenue, Berrellesa Street, Escobar Street and Marina Vista. [6.7.15/12.1.0]
7. Motion authorizing staff to negotiate a lease with the Martinez Historical Society for the old Amtrak Station at 401 Ferry Street. [07.02.02]
8. Motion authorizing staff to negotiate leases with Amtrak and the Martinez Chamber of Commerce for space in the new Amtrak Station at Marina Vista. [6.7.7/7.2.1]

THIS ITEM WAS REMOVED FROM THE CONSENT CALENDAR

9. Motion approving plans, specifications and estimates for the Corporation Yard Fuel Tank Removal Project and the Alhambra Avenue Fuel Tank Removal Project; and authorize staff to advertise for construction bids. [05.04.00]
10. Resolution No. 133-98, Approving the Final Map for Subdivision No. 7959, Milano Collection and Authorize the Mavor to Execute the Subdivision Improvement Agreement.

November 4, 1998

Regular Meeting  
November 4, 1998  
Martinez, California

Mayor Menesini called the meeting to order at 7:00 P.M. on Wednesday, November 4, 1998, City Hall Council Chambers, 525 Henrietta Street, Martinez, California.

Present: Councilmembers Ross, Schroder, Woodburn, Vice Mayor Farley, Mayor Menesini

Absent: None

PRESENTATION(S)/PROCLAMATION(S)

Presentation by Bay Area Ridge Trail Council and Bay Area Trail Describing Joint Regional Trail Improvements Through Martinez and Dedication Ceremony Schedules

RENEE ROBERGE-ANDERSON explained that the Bay Area Ridge Trail Council had planned, promoted, built, and maintained the Bay Area Ridge Trail consisting of a multi-use trail, which when complete, would ultimately connect over seventy-five parks and open spaces on the ridgelines of the San Francisco Bay Area.

Currently 20 miles encompassing nine counties have been completed. A dedication celebration for the completion of a two-mile segment of the Bay Trail and the Bay Area Ridge Trail connecting the East Bay Regional Parks District's Negedly-Staging Area and Mococo Road west of the Benicia-Martinez Bridge, had been scheduled for Saturday, November 7, 1998 from 9:30 to Noon, at the Martinez Shoreline Park.

Vice Mayor Farley stated that he was familiar with the Bay Area Ridge Trail and he was pleased with the completion of the two-mile segment referenced and the effort being made to reach the ultimate goal.

Mayor Menesini also expressed his support for the work being accomplished both in the City and in Contra Costa County.

Councilmember Ross inquired when the completion of the Bay Area Ridge Trail was anticipated.

Ms. Roberge-Anderson advised that the completion of the estimated 400-mile length connecting all of the ridge tops was anticipated within the next ten years. She noted that the effort was conceptual in many respects and a great deal of work was necessary to reach that goal.

PUBLIC COMMENT

There was no public comment.

CONSENT CALENDAR

City Manager Marcia Raines advised that Consent Calendar Item Nos. 8 and 12 were to be pulled from the Consent Calendar in that additional staff work was necessary for both items prior to action by the City Council.



In response to Councilmember Ross, City Manager Raines clarified a number of items with respect to Item No. 5, for the Growth Management Program Compliance Checklist for Calendar Year 1997, for the Contra Costa County Transportation Authority (CCTA).

Referencing Consent Calendar Item No. 7, Mayor Menesini requested that once a lease agreement between the City and the Historical Society for the former Amtrak Station at 401 Ferry Street had been drafted, that said lease be brought back before the Council for review prior to finalization of the lease. He commented that the Council had not reviewed the use of the building and that the building was a centerpiece for the downtown area, which had a great deal of value for the community. He requested that public input be provided as to the ultimate use of that building.

On motion by B. Woodburn, seconded by T. Farley, the Council present unanimously approved the Consent Calendar with the exception of Item Nos. 8 and 12, which had been removed at the request of the City Manager.

1. Motion waiving reading of text of all Resolutions and Ordinances.
2. Motion approving City Council minutes of October 7, 1998.
3. Motion approving Warrant Register dated October 21, 1998, Warrant Numbers 33290-33426; Warrant Register dated October 28, 1998, Warrant Numbers 33427-33549. [02.01.00]
4. Motion approving Cash & Investments Summary as of September 30, 1998. [02.01.00]
5. Motion approving Growth Management Program Compliance Checklist for Calendar Year 1997 for the Contra Costa County Transportation Authority. [6.7.15/9.2.8]
6. Motion accepting report from staff on applications of the Transportation Equity Act for the 21st Century (TEA-21) funding for Alhambra Avenue, Berrellesa Street, Escobar Street and Marina Vista. [6.7.15/12.1.0]
7. Motion authorizing staff to negotiate a lease with the Martinez Historical Society for the old Amtrak Station at 401 Ferry Street. [07.02.02]
8. Motion authorizing staff to negotiate leases with Amtrak and the Martinez Chamber of Commerce for space in the new Amtrak Station at Marina Vista. [6.7.7/7.2.1]

THIS ITEM WAS REMOVED FROM THE CONSENT CALENDAR

9. Motion approving plans, specifications and estimates for the Corporation Yard Fuel Tank Removal Project and the Alhambra Avenue Fuel Tank Removal Project; and authorize staff to advertise for construction bids. [05.04.00]
10. Resolution No. 133-98, Approving the Final Map for Subdivision No. 7959, Milano Collection and Authorize the Mayor to Execute the Subdivision Improvement Agreement. [13.7959]
11. Resolution No. 134-98, Authorizing the destruction of records and/or files specifically the City Manager's Office and the Administration Services Divisions of Finance and Personnel. [40.10.01]

12. Resolution approving a Contract with Westrec Marina Management Inc., as amended for the operation of the City's Marina and authorizing the Mayor to sign same. [14.01.00]

THIS ITEM WAS REMOVED FROM THE CONSENT CALENDAR

13. Resolution No. 135-98, Authorizing Co-sponsorship of Circus Chimera with the Martinez Chamber of Commerce on November 17 through November 23, 1998 at Waterfront Park. [07.02.01]

PUBLIC HEARING(S)

There were no Public Hearing(s).

RESOLUTION(S)

There were no Resolutions(s).

ORDINANCE(S)

There were no Ordinance(s).

CITY MANAGER

14. Comment(s) and Update(s).

City Manager Raines advised that the City Council had requested that staff work on the skateboard park concept and that Police Chief Agresta had met with the youth of the community involved in the proposed project to determine a location and funding for such a project. She suggested that anyone interesting in working with the committee so inform her.

City Manager Raines also reported that the Mayors Conference had been scheduled for November 5 in the City of Pleasant Hill and that a Media Event had been scheduled for the Farmer's Market also on November 5.

APPOINTMENTS TO COMMISSIONS AND/OR AGENCIES

City Manager Raines advised that the "Kids are Everybody's Business" conference had been scheduled for November 9, sponsored by the Office of the County Administrator, Children and Family Policy Forum. She noted that per the request of the City Council for a City of Martinez Children's Leadership Team, she had recommended the following individuals to form that committee:

Greg Agresta, Chief of Police  
James Littlejohn, Boys & Girls Club  
Linda Norton, Co.Co.Co. Juvenile Probation Department  
Patty Lorick, Recreation Supervisor  
Gary Paterson, Juvenile Detective, Police Department  
Jim O'Neal, School Resource Officer, Police Department/  
Executive Dir. of PAL

Mayor Menesini appointed those individuals identified by the City Manager to serve on the Children's Leadership Team.

In addition, City Manager Raines stated that the Martinez Unified School District had been seeking local representation from elected officials, City employees working with youth and law enforcement agencies, to serve on the District's Drug, Alcohol, Tobacco Education Advisory Committee.

Mayor Menesini recommended that appointments to the committee be made at a later date.

## CITY COUNCIL

### 15. City Council Comments.

Vice Mayor Farley recognized Council-elect Linda Lewis present in the audience. He congratulated her on her election to the City Council. He also congratulated the Mayor and Councilmember Woodburn on their successful re-election bids.

Vice Mayor Farley commented that since he would be leaving the Council at the expiration of his term, he respectfully requested that his colleagues seriously consider a stipend adjustment for the Council in that he was aware of the increasing costs for being a public servant. Since the City's budget had identified a surplus, he suggested now was the time to consider such a proposal. He requested that the City Manager consult with the Mayor so that the issue could be addressed at the earliest possible time.

Vice Mayor Farley further commented on the recent passing of resident Pete Sparacino and requested that the meeting be adjourned in his memory.

Mayor Menesini reported that while campaigning in the Forest Hills neighborhood, a missing drain cover had been pointed out to him outside of Alhambra Avenue, which should be reviewed. He also commented on the poor condition of the City's medians when entering the City of Martinez from the City of Pleasant Hill. Although understanding that the Public Works Department had limited personnel, he requested that something be done to better maintain those areas.

City Manager Raines commented that some of what had been seen was a direct result of the staff changes within the past year. She noted that staff had been reviewing what could be done differently with a report to be presented to the Council hopefully in January or February 1999.

Mayor Menesini emphasized the need to attend to those areas as well as review the maintenance of trees in the Virginia Hills neighborhood that were in need of trimming.

Mayor Menesini further commented that while campaigning he had received a number of favorable comments with respect to the Police Department. He commented that residents were generally satisfied with police services.

Councilmember Woodburn thanked the Council for the appreciative comments. She advised that she had been contacted by a number of residents in relation to the need to review the City's RV and boat storage policy along City streets. She emphasized the need for the Council to address that issue.

Councilmember Schroder commented that while serving on the Council for the past two years it had been a pleasure to serve with his colleagues. He added that he would miss Vice Mayor Farley. He took this opportunity to welcome Council-elect Linda Lewis to the dais.

Councilmember Schroder stated that he had been concerned with the condition of properties in the immediate area of City Hall and in the entrance to the City. He commented on the need to determine whether the gas station located to the rear of City Hall was an allowed use. He also noted that particular properties along Green Street and Alhambra Avenue were an eyesore. He suggested that now was the time to review those areas to commence a clean-up of those properties.


Councilmember Ross thanked Police Chief Agresta for the Brown Street survey. He also congratulated the Mayor, Councilmember Woodburn and Councilmember-elect Lewis and commended the percentage of voters who had turned out to vote. He inquired whether a flood preparation update would be included in the City's water bills as had been done last year.

City Manager Raines reported that a status report on flood preparation would be presented during the meeting of November 18.

ADJOURNMENT

Adjourned at 7:40 P.M. in Memory of Pete Sparacino, to a Regular Meeting of the Martinez Public Improvement Corporation on November 18, 1998 at 7:00 P.M. in the Council Chambers, 525 Henrietta Street, Martinez, California.

Respectfully submitted,

  
Mercy G. Cabral  
Acting Deputy City Clerk

Approved by the City Council,

  
Michael M. Menesini  
Mayor

07.02.02

City Council Agenda: November 4, 1998

To: Mayor and City Council

From: Richard Pearson, Transportation Projects Manager *RP*

Re: Use of Old Amtrak Station by Martinez Historical Society

**Recommendation:**

Authorize staff to negotiate agreement with the Martinez Historical Society, to operate a transportation annex to the existing museum, in the old Amtrak station.

**Discussion:**

Now that construction of the new Amtrak station is ready to start as part of the Intermodal Project, staff believes that it is an appropriate time for the City to begin formalizing an agreement with the Martinez Historical Society for the future use of the old station.

The relocation of Amtrak's Martinez operations to the new station will leave the old station essentially vacant (the Union Pacific Railroad still uses the east end for signal equipment). The Historical Society has begun preparing floor plans for the transportation annex. However, the City Council has not formally allocated the station to the Historical Society.

Staff envisions an agreement similar to that with Amtrak: nominal rent, with the Society responsible for utilities and janitorial service.

There has also been interest in the old station from a non-profit museum group which currently uses the old Crockett depot, as well as a railroad memorabilia wholesale distributor. Staff has responded to both of these inquiries by suggesting that they work with the Historical Society.

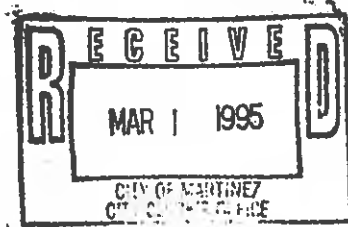
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MARTINEZ HISTORICAL SOCIETY  
P.O. Box 14 Martinez, Calif. 94553

07.02.02

February 27, 1995



Mr. Jim Carrompas  
525 Henrietta Street  
Martinez, Ca. 94553

Dear Mr. Carrompas,

On behalf of the Martinez Historical Society and the Museum, I wish to express our appreciation for your thoughtfulness and generosity in giving us the "Jettie Joe" cap. We have added it to our small display upstairs and any other memorabilia of Joe or the City of Martinez would be appreciated.

We drop in now and again on our display change about every 3-4 months.

It is through such public-spirited action as yours that the Museum can better interpret the area to its many visitors.

Sincerely,  
Justine Seelik  
Museum Director

MARTINEZ HISTORICAL SOCIETY

P.O. Box 14, Martinez, CA 94553

MARTINEZ MUSEUM,

1005 Escobar St., Martinez, CA 94553 • 510.228.8160

GIFT AGREEMENT

The Martinez Historical Society is dedicated to discover and collect artifacts, objects and writings that help to illustrate the history and heritage of the City of Martinez, and the surrounding areas. Collections are preserved and maintained to develop exhibits, educational resources and for all those who wish to examine or study them.

Accession # 3238

The person or agency entering into this agreement with the Martinez Museum.

Name(s) Jim Carosop - Leisure Services

Address 525 Henrietta Street

City Martinez State Ca Zip 94553

Telephone: Home \_\_\_\_\_ Work \_\_\_\_\_

DESCRIPTION OF GIFT

1 Cap "Jullin Joe" - Souvenir from Boat Dedication  
dedicated 25. 1994

The gift listed above is hereby accepted by the Martinez Museum subject to the following conditions: In connection with all gifts, the Martinez Historical Society requires a signed statement from the donor giving such items to the Martinez Museum without any restrictions. In accepting these gifts the Historical Society commits itself only to provide these articles the same care and protection accorded other such valuable material. Accordingly the Martinez Historical society has full discretion and final determination as to care, display and/or disposal of said property.

I have read, and I understand the conditions as stated above.

Signature Jim Carosop Date 2-27-95

Museum Approval Justine Sellers, Director Date 2-27-95

Information on History or Comments, etc. \_\_\_\_\_

Staff Use: Location On display - Sports Catalog # 95-28

<u>Current Use</u>	<u>Address</u>	<u>Architectural</u>	<u>Historical</u>	<u>Significance</u>	<u>Description</u>
Residence (early 1900's)	1310 Marina Vista	x			Example of early 20th century modern. Home of Madison Ralph Jones, early 1900's East Bay and San Francisco attorney.
Residence (1875)	1014 Alhambra Ave.	x	x		Town house of Michael Winslow, who owned Sunnyside Farm, presently Golden Hills Park.
Residence (1860's)	1015 Alhambra Ave.	x	x		This small Greek Revival originally stood on State Theater site and was moved to present location around 1920 by Mr. A. Maderos.
Residence (late 1800's)	1317 Castro St.	x			Currently being researched.
Residence (late 1800's)	1230 Estudillo St.	x			Currently being researched.
Residence (late 1800's)	1205 Castro St.	x			Hittman House. Currently being researched.
Residence (Pre-1884)	815 Estudillo St.	x	x		Home of M.H. Bailhache, Justice of the Peace and city official in 1880.
<u>Downtown Commercial Area</u>					
Waterfront Park	Ferry St. at N. Court		x		Site of first O.C. Coffin ferry slip, later extended several times into bay. Later became Cal. Transportation wharf.
Southern Pacific R.R. Depot and Amtrak	401 Ferry St.	x (site)	x		First depot located here ca 1876 for Central Pacific Railroad. From 1880's was Southern Pacific. Building remodeled 4 times since 1876.



ORIGINAL

LEASE

This Lease is made and entered into as of this 28<sup>th</sup> day of August, 2001, by and between the City of Martinez, a municipal Corporation organized under the laws of the State of California, with offices at 525 Henrietta Street, Martinez CA 94553 ("the City"), and National Railroad Passenger Corporation, a corporation organized under the former Rail Passenger Service Act and the laws of the District of Columbia, with offices at 530 Water Street, 5th Floor, Oakland, CA 94607 ("Amtrak").

WHEREAS, the City owns certain real property in the City of Martinez, located at 401 Ferry Street, which property contains the train station currently used by Amtrak (the "Old Station"), and at 601 Marina Vista Street (the "Martinez Intermodal Facility"), both properties being more particularly shown on Exhibit 1 attached hereto and made a part hereof; and,

WHEREAS, the Martinez Intermodal Facility provides access to rail passenger service operated by Amtrak on facilities owned by the Union Pacific Railroad, under agreement(s) between Union Pacific and Amtrak, for Amtrak trains, and Amtrak California trains and bus service under contract to the Capitol Corridor Joint Powers Authority and/or the State of California Department of Transportation (the "Caltrans Rail Program"), and local bus service; and

WHEREAS, the Martinez Intermodal Facility contains a new train station (the "New Station"), bus loading areas, parking lots, bicycle lockers, a carpool/vanpool area, and the Old Station; and

WHEREAS, Amtrak desires to lease the New Station from the City; and,

WHEREAS, among other things, Amtrak will be responsible for janitorial service for the interior leased area of the New Station; and

WHEREAS, among other things, the City will be responsible for the other portions of the Martinez Intermodal Facility: including the exterior of the New Station, the elevator and clock tower, the Chamber of Commerce office, the parking lots, the bus areas, and the bicycle lockers.

**NOW, THEREFORE, in consideration of the terms and conditions set forth herein, the City and Amtrak do hereby agree as follows:**

**1. PREMISES**

A. The City hereby leases to Amtrak and Amtrak leases from the City for the term set forth below upon all the conditions set forth herein approximately 10,000 square feet of space in the New Station, (the "Premises"), excluding the elevator shaft/clock tower/mechanical room, the upstairs exterior terrace, and the Chamber of Commerce office, as delineated on the plan attached hereto and incorporated herein as Exhibit 2.

B. The City also hereby grants to Amtrak, its employees, agents, licensees, and invitees, the nonexclusive right, in common with the City, its citizens, and all others designated or permitted by the City, to the use of the common areas and common facilities of the Martinez Intermodal Facility ("Common Areas"). Common Areas include all exterior portions of the Martinez Intermodal Facility, such as: sidewalks, plazas, bus loading areas, parking lots, driveways, exterior hallways, exterior stairways, elevators, the upstairs exterior terrace, and the pipes, ducts, conduits, wires and appurtenant meters and equipment serving the Premises.

## 2. TERM

- A. The initial term of this Lease (the "Term") shall be for twenty (20) years, commencing on the date the City issues the occupancy permit for the Premises (the "Commencement Date"), and notifies Amtrak in writing of such issuance. If such permit has not been issued by September 15, 2001, Amtrak may cancel this Lease, in which case Amtrak shall immediately remove any and all of its equipment, fixtures, improvements and/or personal property from the Premises, at Amtrak's sole cost. Any damage caused to the Premises, the New Station and/or the Martinez Intermodal Facility by Amtrak's removal of said equipment, property, etc shall be immediately repaired at Amtrak's sole expense. The Term will end twenty (20) years thereafter, unless (a) sooner terminated (1) by Amtrak giving thirty (30) days prior written notice to the City that Amtrak's rail passenger service to Martinez will relocate or cease, or (2) by City declining to rebuild the New Station as provided in paragraphs 15 and 16 of this Lease; or (b) extended by Amtrak as provided in paragraph 2(C) below.
- B. On or about the Commencement Date, City shall execute and deliver to Amtrak a Declaration of the Commencement Date ("Declaration") in the form attached hereto as Exhibit 3. Amtrak shall promptly execute such Declaration confirming the Commencement Date and return such to City.
- C. Amtrak shall have the option to extend the Term of this Lease for three (3) additional five (5) year terms by giving notice of its intent to exercise this option at least sixty (60) days before the end of the then current Term. Any extended Term shall be upon all the same terms and conditions as set forth in this Lease.
- D. Amtrak shall vacate the Old Station within 60 days of the Commencement Date, surrender the Old Station to the City, and thereafter have no rights in, use of, or claim to the Old Station.

## 3. RENT

Amtrak shall pay rent to the City in the amount of One Dollar (\$ 1.00) per annum ("Rent"), payable on September 15 of each year.

#### **4. USE**

Amtrak may occupy and use the Premises for any lawful purpose reasonably related to the operation of a rail passenger station and Amtrak's business operations, including ticketing, related mail, package, baggage, express, office, connecting bus service and operations incidental to Amtrak's business. Lawful shall be deemed to mean in compliance with the applicable Central Commercial zoning district provisions of the City's Zoning Ordinance, as set forth in the Martinez Municipal Code now in effect and as amended from time to time.

#### **5. PARKING**

The parking lots, bus loading areas, and other areas for vehicle use in the Common Area of the Martinez Intermodal Facility may be used by any user of the Martinez Intermodal Facility as may be designated or permitted by the City. The City shall have sole and exclusive authority to manage the parking lots and bus areas for the benefit of users of the Martinez Intermodal Facility, and to charge for parking, enforce parking restrictions, and assign parking spaces and bus loading areas. The City agrees to provide a discount from normal parking charges for Amtrak users.

#### **6. HOURS OF OPERATION**

Amtrak shall have the right to keep the Premises open at all such times as it desires.

#### **7. UTILITIES**

At its sole cost, Amtrak shall make all arrangements for the provision of and pay for all utility services necessary for its occupancy and use of the Premises.

#### **8. CITY'S WORK**

The City agrees to provide Amtrak with a completed New Station incorporating the Premises, in accordance with the plans and specifications approved by the City Council in April, 1999, by the Commencement Date. The New Station shall be constructed in accordance with all applicable laws, regulations, ordinances and codes. In the event that the City fails to provide a completed New Station by the Commencement Date, the sole remedy available to Amtrak shall be to cancel this Lease in accordance with paragraph 2(A).

#### **9. SIGNS**

- A. Amtrak shall remove all of its business signs, including all signs designed, erected, placed or maintained by Amtrak, or allowed to be erected, placed, or maintained by it, from the Old Station within 60 days of the Commencement Date.
- B. Amtrak has the right to place normal business signs inside or on the outside of the New

Station, similar in content and size to the originally-installed signs for the New Station as shown on the construction plans approved by the City Council in April, 1999 (which plans are on file in the Office of the City Engineer), subject to the prior written approval of the City which approval shall not be unreasonably withheld. Amtrak shall not erect or install any sign in or on the New Station in violation of any applicable law, ordinance, rule or regulation of any governmental agency, including all applicable provisions of the City's Sign Ordinance, as set forth in the Martinez Municipal Code, now in effect and as amended from time to time.

#### **10. CITY-PROVIDED MAINTENANCE, REPAIR AND SERVICES**

- A. Except as otherwise specifically provided herein, the City, at its sole cost and expense, shall be responsible for the maintenance, repair, upkeep, replacement and alteration of:
- 1) the Common Areas, including exterior landscaping, paving and lighting of the parking lots,
  - 2) the New Station, including the structural foundation, roof and walls, roof flashing and watertight condition of the roof, the plumbing system and fixtures, including all underground and otherwise concealed plumbing and sewage lines, any heating, air conditioning, gas and electric systems, and all building components and systems that are a part of the New Station or necessary to and for the operation of the New Station and Amtrak's use and occupancy of its Premises.
- B. The City shall pay all costs, expenses, fees, taxes and sums related to its ownership and maintenance of the New Station and Common Area before delinquency.
- C. The City shall provide at its expense:
- 1) Heating, ventilation and air conditioning ("HVAC") equipment for the Premises, capable of maintaining temperatures in the interior portions of the New Station at commercially reasonable levels. The City may stop the heating and cooling systems when necessary by reason of accident or emergency or for repairs, alterations, replacements or improvements, which, in the reasonable judgment of the City, are desirable or necessary. The City agrees to make any necessary repairs, alterations, replacements or improvements to the heating and cooling systems as quickly as possible, with due diligence, and with the minimum interference with Amtrak's use of the Premises.
  - 2) Piping to carry water in sufficient quantity for drinking, lavatory, toilet and ordinary cleaning purposes in the Premises.
  - 3) City police patrol of the Premises, including a police office space in the mezzanine.
  - 4) Interior lighting equipment capable of uniform illumination of an intensity equal to no less than 50 footcandles.

- 5) Replacement of defective lighting equipment, such as lamp ballasts and starters.
  - 6) Maintenance, cleaning and upkeep of Common Areas in a first-class manner. Such maintenance shall include without limitation sweeping, illumination, repairs, replacements, lawn care and landscaping.
  - 7) A City employee on two-hour callout capable of responding to Amtrak's requests for emergency service during all times when Amtrak's passenger train and bus operations are scheduled.
  - 8) Provision of conduits and wiring capable of carrying utilities (i.e. pay telephones in Common Areas, electricity, etc.) to be supplied to the Premises sufficient for the operation of a first-class commercial facility, at levels and in amounts sufficient for Amtrak's use and occupancy of the Premises for the purposes specified in paragraph 4 of this Lease.
- D. Notwithstanding anything to the contrary in this Lease, if the City fails in any of its obligations under this paragraph 10, and such failure continues for more than three (3) consecutive days after notice from Amtrak of such failure, Amtrak may provide any such maintenance, repairs and services or arrange for the provision of such. Prior to providing any such maintenance, repairs or services or arranging for such, Amtrak shall notify the City in writing. In the event Amtrak provides any such maintenance, repairs or service, the City shall reimburse Amtrak for the cost and expense of such maintenance, repairs and services within sixty (60) days after receipt of notice from Amtrak for such payment with copies of applicable bills and invoices.

#### **11. AMTRAK- PROVIDED MAINTENANCE, REPAIR AND SERVICES**

Amtrak shall make all arrangements for the provision of, and pay for:

- A. Janitorial services to the Premises sufficient to maintain the Premises in a first-class manner as described in attached Exhibit 4.
- B. Maintenance and repair of any trade fixtures, equipment or other personal property of Amtrak located on or within the Premises and charges for any services arranged for separately from the services provided by City under this Lease and for Amtrak's sole use and benefit.

#### **12. ALTERATIONS AND IMPROVEMENTS**

Amtrak shall have the right to make alterations and improvements to the interior of the Premises (excluding the quasi-public lobby areas as shown on Exhibit 2) subject to the following terms and conditions:

- A. No alterations or improvements made by Amtrak shall in any way impair the structural stability of the Premises.

B. Amtrak shall request and obtain the City's approval prior to making any alterations or improvements and all alterations or improvements must be approved in writing by the City. The City's approval shall not be unreasonably withheld, conditioned or delayed.

C. Amtrak shall keep the Premises, every part of the New Station, and the Martinez Intermodal Facility free and clear of any mechanic's lien or materialmen's liens arising out of the construction of any such alterations or improvements and further agrees to defend and hold the City harmless from any liability or liens therefor.

D. All approved alterations and improvements that are permanently affixed to the New Station shall become the property of the City and shall remain on and be surrendered with the Premises at the expiration or sooner termination of this Lease or any extension of this Lease, provided however, that upon notice from the City at the termination of the Lease, Amtrak, at its sole cost, shall remove any such alterations and improvements from the Premises within the time specified in the City's notice and repair any and all damage done to the Premises in installing and/or removing such alterations and/or improvements.

### **13. PERSONAL PROPERTY AND TRADE FIXTURES**

Amtrak's personal property and its trade fixtures, including machinery, equipment, and furnishings, shall remain the property of Amtrak and may be removed by Amtrak at any time during the Term or upon the expiration or sooner termination of this Lease (including any extension term). Any personal property, trade fixtures, or equipment not removed by Amtrak within sixty (60) days after the termination of this Lease or any extension thereof, shall automatically become the property of the City, provided however, that upon notice from the City at the termination of the Lease, Amtrak, at its sole cost, shall remove any such alterations and improvements from the Premises within the time specified in the City's notice and repair any and all damage done to the Premises in installing and/or removing such alterations and/or improvements. Amtrak shall repair any damage to the Premises or the New Station caused by Amtrak's installation and/or removal of its personal property, trade fixtures, or equipment.

### **14. INSURANCE AND INDEMNIFICATION**

A. Amtrak shall indemnify, defend, and hold harmless City, its officers, officials, employees and agents from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) due to injury, including death, to any person, or loss or damage (including loss of use) to any property, caused by the acts or omissions, negligence, gross negligence, or willful misconduct of Amtrak, its employees or agents, in connection with its performance under this Lease, or its failure to comply with any of its obligations contained in this Lease except for any loss or damage or portion of loss or damage that is caused by the negligence, gross negligence, or willful misconduct of City.

B. Amtrak shall cover its indemnity obligations hereto under its corporate-wide self-insurance

program, and provide the City written evidence of said coverage each year on September 15.

C. Amtrak shall cause all its subcontractors who perform work at either the Old Station or the New Station to add the City and Amtrak as additional insureds on subcontractors' general and auto liability insurance policies. Said subcontractors shall take out and maintain general commercial liability and property damage insurance, including workers' compensation insurance, in an amount of at least \$2 million combined single limit.

D. To the extent permitted by law, the City shall indemnify, defend and hold harmless Amtrak, its officers, officials, employees and agents from and against any and all liability, loss, damage, expense, costs (including without limitation, costs and fees of litigation) due to injury, including death, to any person, or loss or damage (including loss of use) to any property, caused by the acts or omissions, negligence, gross negligence, or willful misconduct of the City, its employees or agents in connection with its performance under this Lease, or its failure to comply with any of its obligations contained in this Lease, or arising out of its ownership of the New Station, except for any loss or damage that is caused by the negligence, gross negligence, or willful misconduct of Amtrak.

E. The City shall procure and maintain throughout the Term of this Lease, including any extended Term, property insurance on the New Station for its full replacement value.

F. The indemnification provisions of this section for both the City and Amtrak shall survive the termination of this Lease.

## **15. DAMAGE OR DESTRUCTION**

A. In the event of destruction, or substantial damage, to the Premises during the term of this Lease Agreement, which renders the Premises or a portion thereof unusable to Amtrak, the City shall have the option of:

- 1) Within one hundred eighty (180) days after such damage or destruction, commencing the replacing or rebuilding of the New Station, or the affected portion thereof, including the Premises, and in such manner and according to such plans and specifications which would restore the New Station, or the affected portion thereof, including the Premises, to substantially the same condition as immediately before such destruction or substantial damage; or
- 2) Declining to replace or rebuild, in which event Amtrak shall have the option of terminating this Lease by written notice.

B. The City shall notify Amtrak within sixty (60) days after such damages or destruction of City's decision to rebuild the Station, or the affected portion thereof, including the Premises, or declining to rebuild.

C. During the 180-day period identified in Subsection A above, Amtrak shall have no

obligation to: (1) Pay any costs or expenses associated with the Station, or affected portion thereof, including the Premises, required under this Lease; or (2) Provide any services including janitorial services to the Premises, or affected portion thereof, required under this Lease.

## **16. EMINENT DOMAIN**

Eminent domain proceedings resulting in the condemnation of part of the Premises herein that leave the remaining portion usable by Amtrak for purposes of the business for which the Premises are leased in Amtrak's sole opinion, will not terminate this Lease. If Amtrak, in its sole opinion, determines that the remaining portion is not usable by Amtrak, Amtrak may terminate this Lease by giving written notice of termination to City no more than ninety (90) days after receiving the notice of initiation of condemnation proceedings. The effect of such condemnation, should Amtrak not terminate this Lease, will be to terminate this Lease as to the portion of the premises condemned and leave it in effect as to the remainder of the Premises, and the Rent and all other expenses provided for herein shall be adjusted accordingly. Compensation awarded as a result of such condemnation shall be that of City, except to the extent that part of the award is expressly allocated as damages to fixtures on the Premises which were furnished by Amtrak or relocation expenses for Amtrak.

## **17. ACCEPTANCE**

Amtrak hereby acknowledges that when it occupies the Premises it shall be conclusively deemed to have received the Premises in good order and first-class condition unless Amtrak notifies the City of defects or problems with the Premises within one (1) year after the Commencement Date. If Amtrak notifies the City as aforesaid, the City shall correct and repair any defects or problems identified by Amtrak within thirty (30) days after the date of the notice, or if the defect or problem is not capable of being repaired within said thirty (30) day period, the City shall commence the cure within said thirty (30) day period and thereafter diligently prosecute its correction to completion.

## **18. SUBLEASE AND ASSIGNMENT**

A. Amtrak shall not assign or sublet the whole or any part of the Premises, except as provided in (B) below, without the City's prior written consent, which consent shall not be unreasonably withheld, delayed or conditioned. This provision requiring the City's consent shall not apply to any entity whose management and operation is indirectly or directly controlling, controlled by or under common control with Amtrak and any transfer to such an entity shall not be deemed an assignment or subletting.

B. Notwithstanding the preceding paragraph, Amtrak shall have the right to sublet or license the use of space within the Premises for the uses and purposes set forth in the following sentence without obtaining the prior written consent of the City and retain any revenue from such subleases and licenses, provided however, that the City's prior written approval shall be required of the physical changes (signs, interior building alterations, etc) needed for such



uses, and Design Review shall be required pursuant to the City's Zoning Ordinance. Such sublets and licenses will be limited to: agreements for newsstands, concessions, coin-operated vending machines, telephones, automated teller/ticketing machines, direct telephone line connections for local hotel, restaurants, entertainment, sports and convention centers and car rentals, so long as the use is in compliance with the City's Zoning Ordinance, does not cause a deterioration of service to the public, provides the same or better level of maintenance as required of Amtrak in this Lease, adheres to and complies with all terms and conditions of this Lease, and does not waive the obligation of Amtrak in any way to adhere to the terms and conditions of this lease.

#### **19. DEFAULT BY AMTRAK**

The failure of Amtrak to perform substantially or keep or observe any of the terms, covenants and conditions which it is obligated to perform, keep or observe under this Lease within thirty (30) days after notice from City identifying the specific term, covenant, or condition and requesting Amtrak to correct or to commence correction for any such deficiency or default or such longer time period if the correction cannot be completed within said 30 days, provided that Amtrak has commenced such correction and diligently prosecutes its cure to completion, shall constitute an Event of Default by Amtrak.

#### **20. RIGHTS OF CITY AFTER DEFAULT BY AMTRAK**

- A. If an Event of Default by Amtrak occurs, as provided in Paragraph 19, the City shall have the right (unless otherwise specified in the termination notice), at once and without further notice to Amtrak to terminate this Lease and enter and take possession of the Premises and expel, oust and remove any and all parties who may occupy any portion of the Premises and any and all goods, property, equipment, furnishings, fixtures or other property belonging to Amtrak or any other person which may be found in or upon same in accordance with all applicable laws and procedures. Any and all costs (excluding attorney's fees) which the City incurs in exercising its rights hereunder shall be paid to the City by Amtrak within thirty (30) days after Amtrak receives an invoice for such costs with supporting documentation. Any sum due under this Lease which is not fully and timely paid shall, as to the portion unpaid, bear interest at the rate of 10% per annum from the date the payment is due until fully repaid.
- B. In case of any termination, re-entry, and/or dispossession by the City in accordance with lawful proceedings:
- (1) The Rent shall become due thereupon and be paid up to the time of such reentry, dispossession and/or expiration; and/or
  - (2) The City may relet the Premises or any part or parts thereof, either in the name of the City or otherwise, for a term or terms which may at the City's option be less than or exceed the period which would otherwise have constituted the balance of the term of the Agreement.

## **21. CITY'S DEFAULT**

A. The failure of the City to perform substantially or keep or observe any of the terms, covenants and conditions which it is obligated to perform, keep or observe under this Lease within thirty (30) days after notice from Amtrak identifying the specific term, covenant, or condition and requesting the City to correct or to commence correction for any such deficiency or default or such longer time period if the correction cannot be completed within said 30 days, provided that the City has commenced such correction and diligently prosecutes its cure to completion, shall constitute an Event of Default by the City.

B. If an Event of Default by City occurs, Amtrak, at its sole option and discretion, may: (1) perform such covenant or obligation on behalf of City in which event the City shall reimburse Amtrak all costs and expenses associated with Amtrak's performance (excluding attorney's fees) within thirty (30) days after Amtrak presents an invoice with supporting documentation to the City for such performance; (2) terminate this Lease with no liability to the City, except as to all of Amtrak's obligations which remain unsatisfied or unperformed at the date of termination which were required to be performed by Amtrak on or before said date; or (3) pursue any and all rights and remedies available at law or in equity.

## **22. QUIET ENJOYMENT**

If and so long as Amtrak shall keep all the covenants and agreements required by it to be kept under this Lease, the City covenants and agrees that it and anyone claiming by, through or under the City shall not interfere with the peaceful and quiet occupation and enjoyment of the Premises by Amtrak.

## **23. RIGHT OF ENTRY UPON PREMISES**

The City and its agents and employees shall have the right to enter upon the Premises at all reasonable times to inspect the same to determine if Amtrak is performing the covenants of this Lease Agreement on its part to be performed, to post such reasonable notices as the City may desire to protect its rights, and to perform service and maintenance pursuant to its obligations under this Lease.

## **24. TAXES**

Pursuant to 49 U.S.C. Section 24301(l), Amtrak is exempt, to the same extent that the United States Government is exempt, from all state and local taxes, surcharges, or fees. The parties acknowledge that, under State of California Revenue & Taxation Code Section 107.6a, a possessory interest subject to property taxation may be created whenever public property is leased or subleased to a private party, and that the private party in whom the possessory interest is vested may be subject to the payment of property taxes levied on that interest.

## **25. COMPLIANCE WITH LAWS, ORDINANCES, AND RULES**

Amtrak shall comply with and not violate any applicable laws, ordinances, rules, regulations, and requirements of federal, state, county, municipal, or other governmental authorities and the various departments thereof now existing or hereinafter created affecting Amtrak's use and occupancy of the Premises, including the Americans with Disabilities Act, and any and all laws and regulations governing hazardous substances, waste and/or materials. In no event shall Amtrak be required to make physical changes in the Premises unless the physical changes are necessitated by Amtrak's acts or omissions. The City shall comply with all applicable laws, ordinances, rules, regulations and requirements of federal, state, county or other governmental authorities and various departments there or now existing or hereinafter created affecting the City's ownership and maintenance of the New Station, including the Americans with Disabilities Act, and any and all laws and regulations governing hazardous substances, waste and/or materials.

## **26. CONDITION OF PREMISES UPON SURRENDER**

When Amtrak vacates the Premises at the expiration of the Term or earlier termination of this Lease, whichever occurs first, Amtrak shall leave the Premises in the same condition as when Amtrak received possession, ordinary wear and tear, damage by fire or other casualty not caused in whole or in part by Amtrak, or condemnation excepted.

## **27. NON-WAIVER**

Any waiver of any breach of covenants or conditions herein contained to be kept and performed by either party shall be effective only if in writing and shall not be deemed or considered as a continuing waiver. Any waiver shall not operate to bar or prevent the waiving party from declaring a forfeiture or exercising its rights for any succeeding breach of either the same or other condition or covenant.

## **28. COPARTNERSHIP DISCLAIMER**

It is mutually understood and agreed that nothing in this Lease Agreement is intended or shall be construed in any way as creating or establishing the relationship of copartners or coventurers between the parties hereto, or as constituting Amtrak as an agent or representative of City for any purpose or in any manner whatsoever.

## **29. AUTHORIZATION**

The parties executing this Lease warrant that they have been duly authorized to execute this Lease on behalf of the entity which they each represent and that this Lease shall constitute a binding obligation on the entities which they represent.

### **30. PARTIES BOUND**

Except as otherwise specifically provided in this Lease, this Lease shall bind and inure to the benefit of the parties hereto and their respective heirs, executors, administrators, legal representatives, successors and assigns.

### **31. NOTICES**

Notices given under the terms of this Lease must be in writing and shall be deemed properly served if such notice is hand delivered or mailed by certified mail, return receipt requested, addressed to the other party at the following address, or such other address as either party may, from time to time, designate in writing:

**City:**

City Manager  
525 Henrietta Street  
Martinez CA 94553

**Amtrak:**

Amtrak – 30<sup>th</sup> Street Station  
4<sup>th</sup> Floor, South Tower  
Philadelphia PA 19104

Attn: Sally J. Bellet, Esquire  
Counsel to President – NEC  
Vice President – Real Estate Development

and

Real Estate Development Dept. Manager  
Amtrak West  
530 Water Street, Fifth Floor  
Oakland, CA 94607

Notice mailed in accordance with the provisions hereof shall be deemed to have been given as to the date of hand delivery or the third business day following the date of such mailing, whichever is earlier.

### **32. LEGAL CONSTRUCTION**

In the event any one or more of the provisions contained in this Lease Agreement shall for any reason be held invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Lease Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

### **33. NONDISCRIMINATION**

A. Amtrak for itself, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree that (1) no person on the grounds of race, color, disability, or national origin shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities; (2) that in the construction by Amtrak of any improvements on, over or under the land upon which the Premises is located and the furnishing services thereon, no person on the grounds of race, color, handicap, or national origin shall be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination; and (3) that Amtrak shall use the premises in compliance with all other requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 2 1, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation - Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

B. That in the event of breach of any of the above nondiscrimination covenants, City shall have the right to terminate the lease and to re-enter and repossess the Premises and the facilities thereon, and hold the same as if said Lease had never been made or issued.

### **34. TIME OF ESSENCE, BINDING UPON HEIRS, ETC.**

Time is of the essence of each and all the terms and provisions of this Lease Agreement and the terms and provisions of this Lease Agreement shall extend to and be binding upon and inure to the benefit of the heirs, executors, administrators, successors and assigns of the respective parties hereto.

### **35. NUMBER AND GENDER**

All words used herein in the singular number shall include plural and the present tense shall include the future, and the masculine gender shall include the feminine and neuter.

### **36. ENTIRE AGREEMENT**

This Agreement contains the sole and only agreement of the parties. Any prior agreements, promises, negotiations or representations not expressly set forth in this Agreement are of no force or effect.

**37. LANGUAGE CONSTRUCTION**

The language of each and all paragraphs, terms, and/or provisions of this Agreement shall, in all cases and for any and all purposes, and any and all circumstances whatsoever, be construed as a whole, according to its fair meaning, and not for or against any party hereto and with no regard whatsoever to the identify or status of any person or persons who drafted all or any portion of this Agreement.

**38. HOLDING OVER**

If Amtrak shall hold over the Premises, after expiration of the Term or any extension thereof, such holding over shall be construed to be only a tenancy from month to month subject to all of the covenants, conditions and obligations contained in this Lease provided, however, that nothing in this paragraph shall be construed to give Amtrak any rights to so hold over and to continue in possession of the Premises without the consent of the City.

**39. AMENDMENT**

This Agreement, including any exhibits hereto, shall not be amended, except in writing signed by the parties. Any amendment or addendum to this Agreement shall expressly refer to this Agreement.

**IN WITNESS WHEREOF**, the parties hereto have affixed their signatures the day and year first above written,

**City**

The City of Martinez, a municipal corporation

By: *June Catalano*  
June Catalano, City Manager

Attest: *Mercy Cabral*  
Mercy Cabral, Deputy City Clerk

**Amtrak**

National Railroad Passenger Corporation

By: *Sally J. Bellet* *8/28/01*  
Sally J. Bellet, Esquire

Counsel to the President - NEC  
Vice President, Real Estate Development

*by Mark G. Lichtenstadter  
pursuant to attached  
Delegation of Authority*

**AMTRAK NORTHEAST CORRIDOR**  
**Interoffice Memo**

**DATE:** August 24, 2001  
**TO:** Distribution  
**FROM:** Sally J. Bellet, Esquire, *MB*  
**SUBJECT:** Delegation of Authority

I will be out of the office Monday, August 27, through and including Friday, August 31. During my absence, Mark G. Lichtenstadter will have my signature authority and can be reached on ext. 1950.

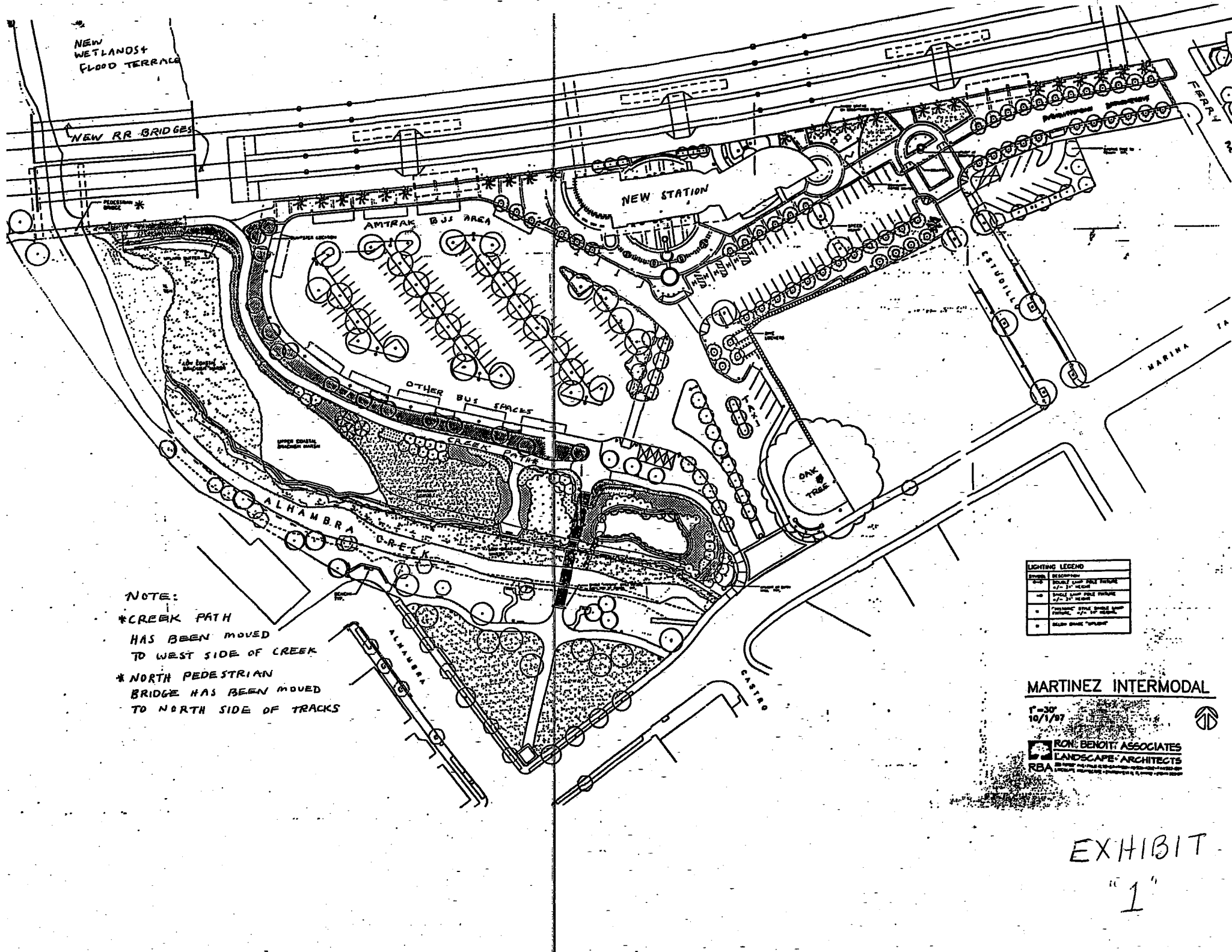
Distribution:

Lynn M. Bowersox  
Management Committee  
NEC Management Team  
Real Estate Development Staff  
G. R. Hesse

**List of Exhibits**

1. Map showing Martinez Intermodal Facility
2. Floor plan of the New Station showing the area leased by Amtrak
3. Declaration of Commencement
4. Janitorial Services to be provided by Amtrak





NOTE:  
 \*CREEK PATH  
 HAS BEEN MOVED  
 TO WEST SIDE OF CREEK  
 \*NORTH PEDESTRIAN  
 BRIDGE HAS BEEN MOVED  
 TO NORTH SIDE OF TRACKS

LIGHTING LEGEND	
Symbol	Description
(Symbol)	10' HIGH 100' WIDE PAVEMENT LIGHTING
(Symbol)	5' HIGH 50' WIDE PAVEMENT LIGHTING
(Symbol)	10' HIGH 100' WIDE PAVEMENT LIGHTING
(Symbol)	5' HIGH 50' WIDE PAVEMENT LIGHTING

**MARTINEZ INTERMODAL**

1"=30'  
 10/1/97

**RON BENNETT ASSOCIATES**  
**LANDSCAPE ARCHITECTS**  
 RBA

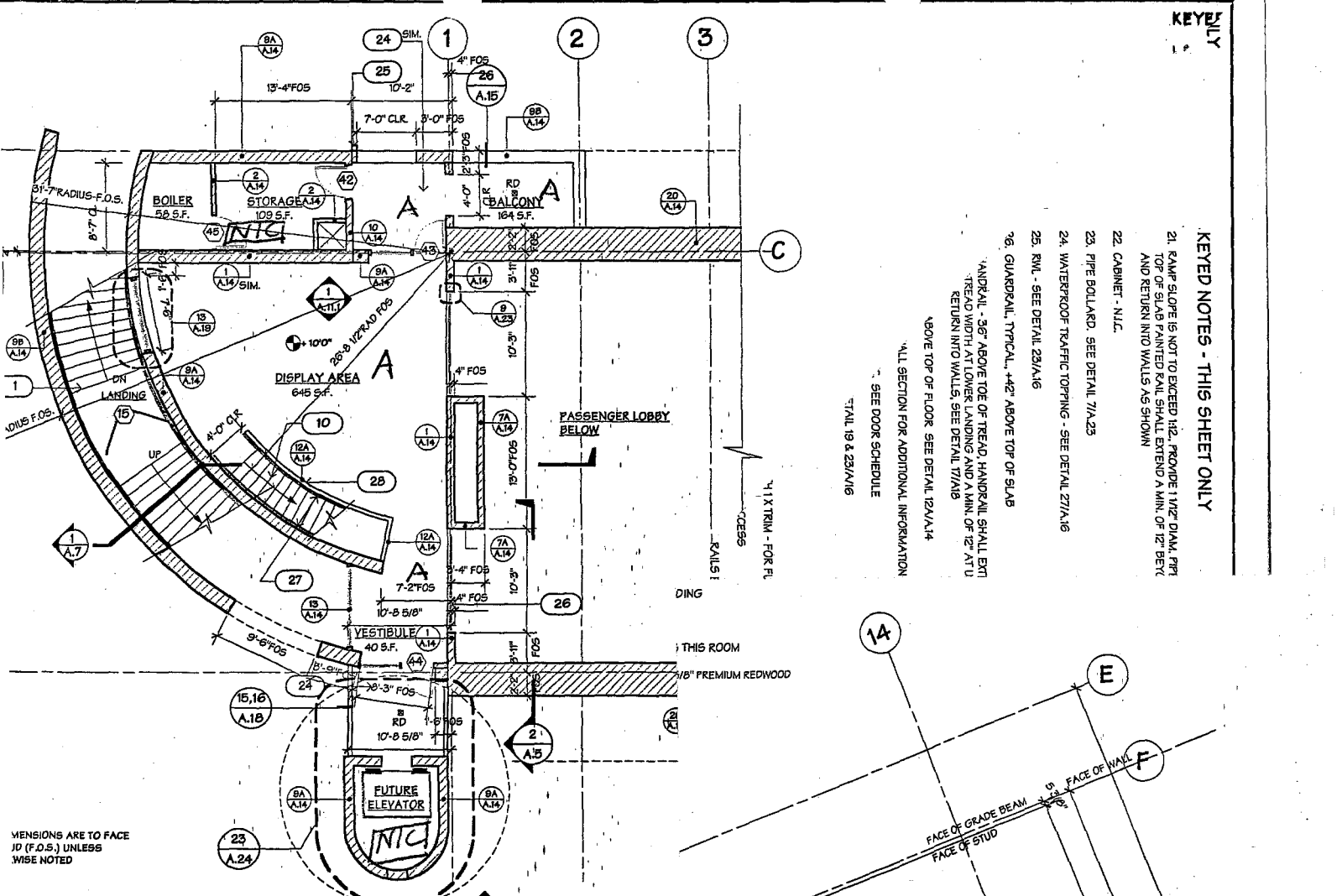
EXHIBIT  
 "1"

KEYED NOTES - THIS SHEET ONLY

- 21. RAMP SLOPE IS NOT TO EXCEED 1:12. PROVIDE 1/2" DIA. FPI TOP OF SLAB PAINTED RAIL SHALL EXTEND A MIN. OF 12" BEYOND AND RETURN INTO WALLS AS SHOWN
- 22. CABINET - N.I.C.
- 23. PIPE BOLLARD. SEE DETAIL 71A.23
- 24. WATERPROOF TRAFFIC TOPPING - SEE DETAIL 271A.16
- 25. R.M.L. - SEE DETAIL 23A/16
- 26. GUARDRAIL, TYPICAL, +42" ABOVE TOP OF SLAB
- 27. HANDRAIL - 36" ABOVE TOP OF TREAD HANDRAIL SHALL EXTEND 12" BEYOND AT LOWER LANDING AND A MIN. OF 12" AT UPTURN INTO WALLS. SEE DETAIL 12A/14

ALL SECTION FOR ADDITIONAL INFORMATION SEE DOOR SCHEDULE

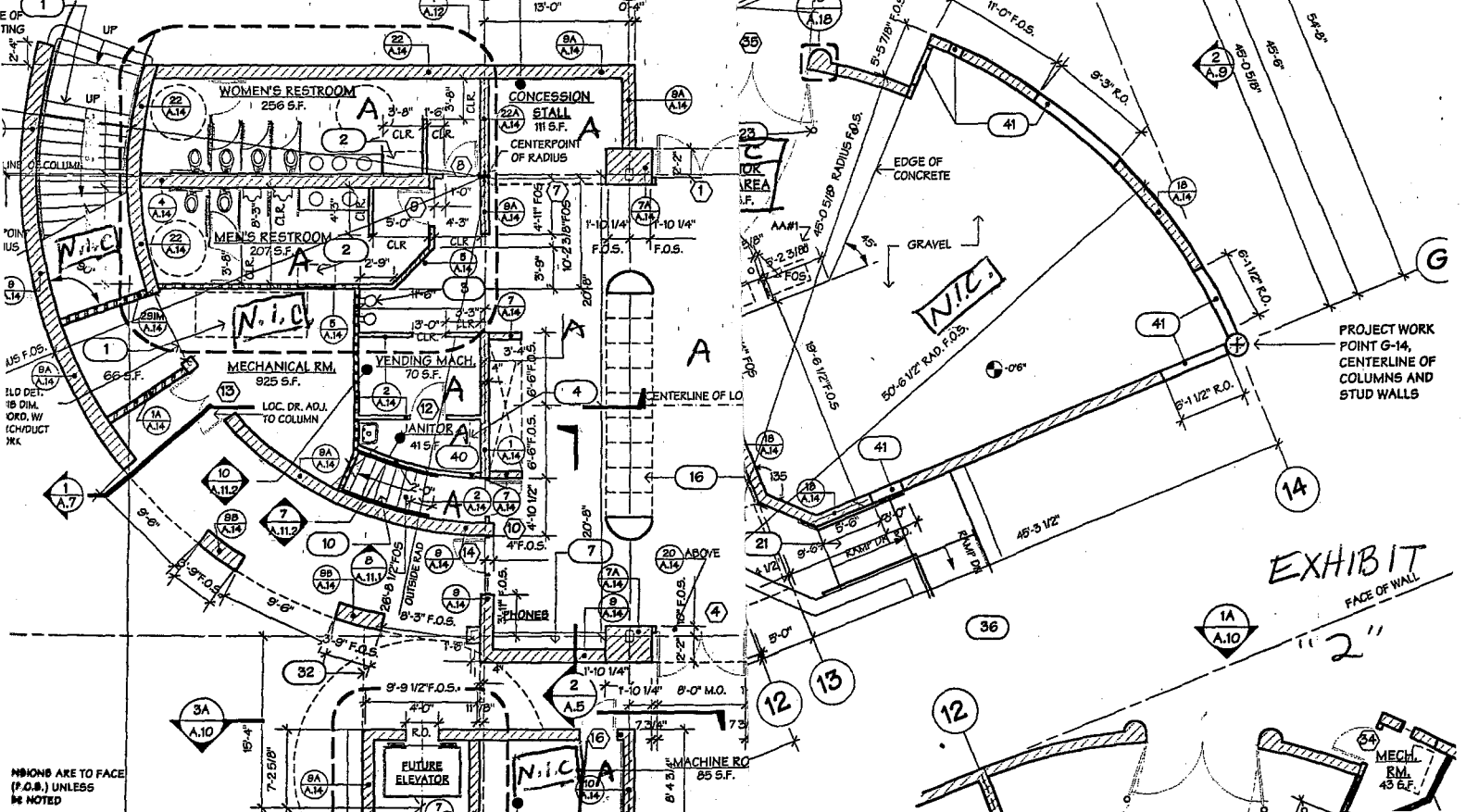
TAIL 19 & 23/A16



ALL DIMENSIONS ARE TO FACE (F.O.S.) UNLESS OTHERWISE NOTED

ZANINE PLAN-BASE BID

1/8" = 1'-0"



ALL DIMENSIONS ARE TO FACE (F.O.S.) UNLESS OTHERWISE NOTED

EXHIBIT

"2"

**EXHIBIT 3**

Declaration of Commencement

Attached to and made a part of the Lease dated August 28, 2001, between the City of Martinez, California, a municipal corporation, as LESSOR, and the National Railroad Passenger Corporation (Amtrak), as LESSEE, for the Premises located at 601 Marina Vista, in the City of Martinez, California.

The parties to the Lease described above hereby declare that possession and occupancy of the Premises described in the foregoing Lease has been delivered to Amtrak. The Commencement Date for the Lease of the Premises is **September 17, 2001**, and the expiration date of the initial term is **September 17, 2021**.

**LESSOR**

City of Martinez, a municipal corporation

By: *June Catalano*

June Catalano, City Manager

Date: 9/21/01

**LESSEE**

National Railroad Passenger Corporation  
(Amtrak)

By: *Sally J. Bellet*

Sally J. Bellet, Esquire  
Counsel to the President - NEC  
VP of Real Estate Development

Date: 9/28/01

## Exhibit 4

### JANITORIAL SERVICES

Amtrak shall be responsible for all cleaning, maintenance and service persons.

#### 1. DAILY SERVICE

##### 1. Restrooms

Clean all areas inside restrooms. This includes the following:

1. Empty and clean waste receptacles. Replace plastic liners.
2. Clean and refill soaps, tissue and towel dispensers.
3. Clean mirrors and shelves and countertops. Clean push plates on doors.
4. Clean water closets, seats (top and bottom), urinals, lavatories, washbasins, sinks and showers; use disinfectant detergents.
5. Sweep and wet mop or scrub floors using disinfectant detergents.

##### 2. Ash Trays and Receptacles

1. Empty all ash trays and sand urns and/or corridor ash receptacles and wipe clean with a damp cloth.

##### 3. Waste Containers

1. Empty all wastebaskets and other waste containers within the building. Plastic liners shall be within the building. Plastic liners shall be furnished and placed in all waste containers as needed. Waste paper and trash shall be disposed of in the waste collector provided by the City.
2. Damp wipe all obvious surface dust from waste receptacles.

##### 4. Drinking Fountains

Clean all drinking fountains; polish bright work and sanitize.

##### 5. Floors

Completely sweep and damp mop all non carpeted floors.

##### 6. Glass/Mirrors/Doors/Countertops

1. Remove all fingerprints and smudges from all surfaces located on doors, partitions, bookcases, directories, glass and Formica. Use only chemicals that will not harm or damage any sinage.

##### 7. Lights

1. Replace all fluorescent and incandescent light bulbs as required. Special apparatus may be required.

8. Entryways
  1. Sweep all debris/litter within 10ft. of all entryways.
  2. Scrub area as needed to maintain a clean, odorless entryway removing all stains.
  3. Empty all ash and trash receptacles.

2. WEEKLY SERVICE

1. Floors shall be buffed as required and in conformity with floor manufacturers recommendations.
1. Clean all walls to remove all dirt, dust and litter.

3. MONTHLY SERVICES

1. Clean all furniture and cabinets to remove fingerprints, scuff marks, etc.
2. Wash all waste receptacles, inside and out.
3. Clean tile walls, partitions and doors.

4. QUARTERLY SERVICES

(All quarterly services must be accomplished within the first ninety (90) days of the lease commencement date and at ninety (90) days intervals thereafter).

1. Clean all light fixtures.
2. Dust window ledges and sills, baseboards and door moldings.

5. SEMI-ANNUAL SERVICE

(All semi-annual services must be accomplished within the first ninety (90) days again one hundred eighty (180) days thereafter). All Semi-Annual work must be scheduled and performed simultaneously.

1. Wash all windows inside and outside, clean sills and frames.

6. ANNUAL SERVICE

1. Using proper cleaning materials, thoroughly wash all walls, cabinet, and partitions.



July, 1997

## MARTINEZ INTERMODAL PROJECT

### PURPOSE AND DESCRIPTION

The Martinez Amtrak station is one of the busiest stations in California and the nation. The site has been a transportation hub since 1877, and service continues to expand, but station facilities have not kept pace with recent growth in service provided by State-sponsored intercity trains: the Capitols and the San Joaquins.

The Intermodal Project will construct a new Amtrak passenger station with ample lobby and restrooms, BART ticketing, space for ten buses, approximately 175 new parking spaces, track improvements, 20 bicycle lockers, pedestrian improvements, and a carpool/vanpool lot. In the future, if funding can be obtained, the City plans to construct additional parking for 425 cars, a pedestrian bridge over the tracks, and new railroad bridges over Alhambra Creek.

### PROJECT BENEFITS

- The new Amtrak station and parking will encourage more travelers to come to Martinez to use the trains.
- The new station and parking lot will be built above the flood level.
- The old railroad bridge will be improved to allow additional floodwater capacity. If possible, new railroad bridges will be built which can carry the 100-year flood, and the tracks will be raised above the flood level, ending the train service disruptions which occur every winter when the tracks are flooded.
- Two additional tracks will be provided through Martinez, one for passenger trains and one for freight trains, minimizing congestion at this important junction point for the San Joaquin and Capitol Corridor trains, as well as for freight trains on the Sacramento and Mococono lines.
- Most passenger trains stopping at the new station will not block Ferry Street.
- Pedestrian and other linkages will be provided to downtown shopping and offices.
- Alhambra Creek will be restored between Marina Vista and the railroad tracks. If possible, Alhambra Creek will also be restored from the railroad tracks to the Carquinez Straits, along with the adjacent wetlands of the Martinez Regional Shoreline.
- The project will replace a neglected railroad storage yard. If possible, the old concrete and metal warehouses north of the tracks will also be removed.
- The existing Amtrak station will be retained. Current plans are to seek funds to restore it as a historical museum.

November 1998

# MARTINEZ INTERMODAL PROJECT

## PURPOSE AND DESCRIPTION

The Martinez Amtrak station is one of the busiest stations in California and the nation. The site has been a transportation hub since 1877, but station facilities have not kept pace with recent growth in service provided by State-sponsored intercity trains: the *Capitols* and the *San Joaquins*.

The Intermodal Project will construct a new Amtrak passenger station with ample lobby and restrooms, space for the Martinez Chamber of Commerce, space for ten buses, approximately 160 new parking spaces, railroad track and bridge improvements, bicycle lockers, pedestrian improvements, and a carpool/vanpool lot. In the future, if funding can be obtained, the City plans to construct additional parking for 440 cars, a pedestrian bridge over the tracks, and a new vehicle bridge over Alhambra Creek, north of Embarcadero.

## PROJECT BENEFITS

- ◆ The new Amtrak station and parking will increase patronage on Amtrak and Amtrak California trains, and encourage more rail travelers to come to Martinez.
- ◆ The new station site has been raised to eliminate flooding of the new station building. The new railroad bridges and the restored creek will have capacity for a 100-year storm.
- ◆ Most passenger trains stopping at the new station will not block Ferry Street.
- ◆ Alhambra Creek will be restored from Marina Vista through the Martinez Regional Shoreline.
- ◆ The new Chamber of Commerce office location will provide station users with easy access to information about Martinez.
- ◆ The project has replaced a neglected railroad storage yard. If funding can be obtained for Phase Three, the old concrete and metal warehouses north of the tracks will also be removed.
- ◆ The existing Amtrak station will become an annex for the Martinez Historical Society museum.
- ◆ The new track work will minimize congestion for the *San Joaquin* and *Capitol Corridor* passenger trains, as well as for freight trains on the Sacramento and Mococho lines.

## LOCATION AND ACCESS

The new station will be south of the tracks, two blocks west of the existing station. The project site extends along both sides of the railroad tracks from Pine Street to Berrellesa Street. Vehicle access to the new station will be from Marina Vista, just east of Alhambra Creek, and from Ferry and

# MARTINEZ INTERMODAL PROJECT

## PURPOSE AND DESCRIPTION

The Martinez Amtrak station is one of the busiest stations in California and the nation. The site has been a transportation hub since 1877, but station facilities have not kept pace with recent growth in service provided by State-sponsored Amtrak California trains: the *Capitols* and the *San Joaquins*.

The Intermodal Project is constructing a new Amtrak passenger station with a larger lobby, additional passenger seating, larger restrooms, and space for a future Martinez Chamber of Commerce office; loading spaces for ten buses, 160 new parking spaces, bicycle lockers and a carpool/vanpool lot; railroad track, bridge, and flood control improvements; and a pedestrian trail, bridge, sidewalks and mini-park. In the future, if funding can be obtained, the City plans to acquire additional property north of the tracks, construct 440 additional parking spaces, a bridge over Alhambra Creek to Berrellesa Street, and a pedestrian bridge over the tracks.

## PROJECT BENEFITS

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- ◆ Amtrak California trains stopping at the new station will not block Ferry Street.
- ◆ Alhambra Creek will be restored from Marina Vista through the Martinez Regional Shoreline.
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- ◆ The old Amtrak station will become an annex for the Martinez Historical Society museum.
- ◆ The new track work will minimize conflicts between the *San Joaquin* and *Capitol Corridor* passenger trains, and freight trains on the Sacramento and Mocolo lines.

## LOCATION AND ACCESS

The new station site and parking are two blocks west of the old station, next to Alhambra Creek. The main entrance to the new station is from Marina Vista. There is additional pedestrian and



February 2000

# MARTINEZ INTERMODAL PROJECT

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The Intermodal Project includes a new Amtrak passenger station with a large lobby and restrooms, space for a future Martinez Chamber of Commerce office, loading spaces for ten buses, 160 new parking spaces, railroad track, bridge, and flood control improvements, bicycle lockers, pedestrian improvements, and a carpool/vanpool lot. In the future, if funding can be obtained, the City plans to acquire additional property north of the tracks, construct 440 additional parking spaces, a bridge over Alhambra Creek to Berrellesa Street, and a pedestrian bridge over the tracks.

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- ◆ The new track work will minimize congestion for the *San Joaquin* and *Capitol Corridor* passenger trains, as well as for freight trains on the Sacramento and Moco lines.

## LOCATION AND ACCESS

The new station site and parking are two blocks west of the old station, next to Alhambra Creek. The main entrance to the new station is from Marina Vista. There is additional pedestrian and vehicle access from Ferry Street and Estudillo Street. There is also pedestrian access from Castro Street and Alhambra Avenue, via a new pedestrian bridge over the creek.



BOB CANTRELL  
COMMUNITY SERVICES  
DIRECTOR

June, 2000

# INTERMODAL UPDATE

## CONTENTS:

Construction Progress .....	2
Project Description .....	4
Site Plans and Architectural Sketch .....	7

### MID-CONSTRUCTION PUBLIC OPEN HOUSE

Date: **June 17 (Saturday)**  
 Time: **9 a.m. to noon**  
 Place: **Intermodal Parking Lot (off of Marina Vista near Castro Street)**  
 Please see location map on back of this sheet.

Please come! Self-guided tours of:

- ❖ New Amtrak station (approximately 50% complete).
- ❖ Alhambra Creek Trail and Restoration (complete at site)
- ❖ New park and pedestrian bridge at Alhambra and Marina Vista (complete)
- ❖ New parking lot, brick sidewalks and landscaping (complete)
- ❖ Alhambra Creek Marsh Restoration (approximately 50% complete)
- ❖ New railroad bridges (complete)\*\*
- ❖ New railroad crossing at Berrellesa (complete)\*\*

**\*\*PLEASE VIEW RAILROAD FACILITIES FROM PUBLIC PROPERTY ONLY!  
STAY OFF THE RAILROAD TRACKS FOR YOUR OWN SAFETY!**

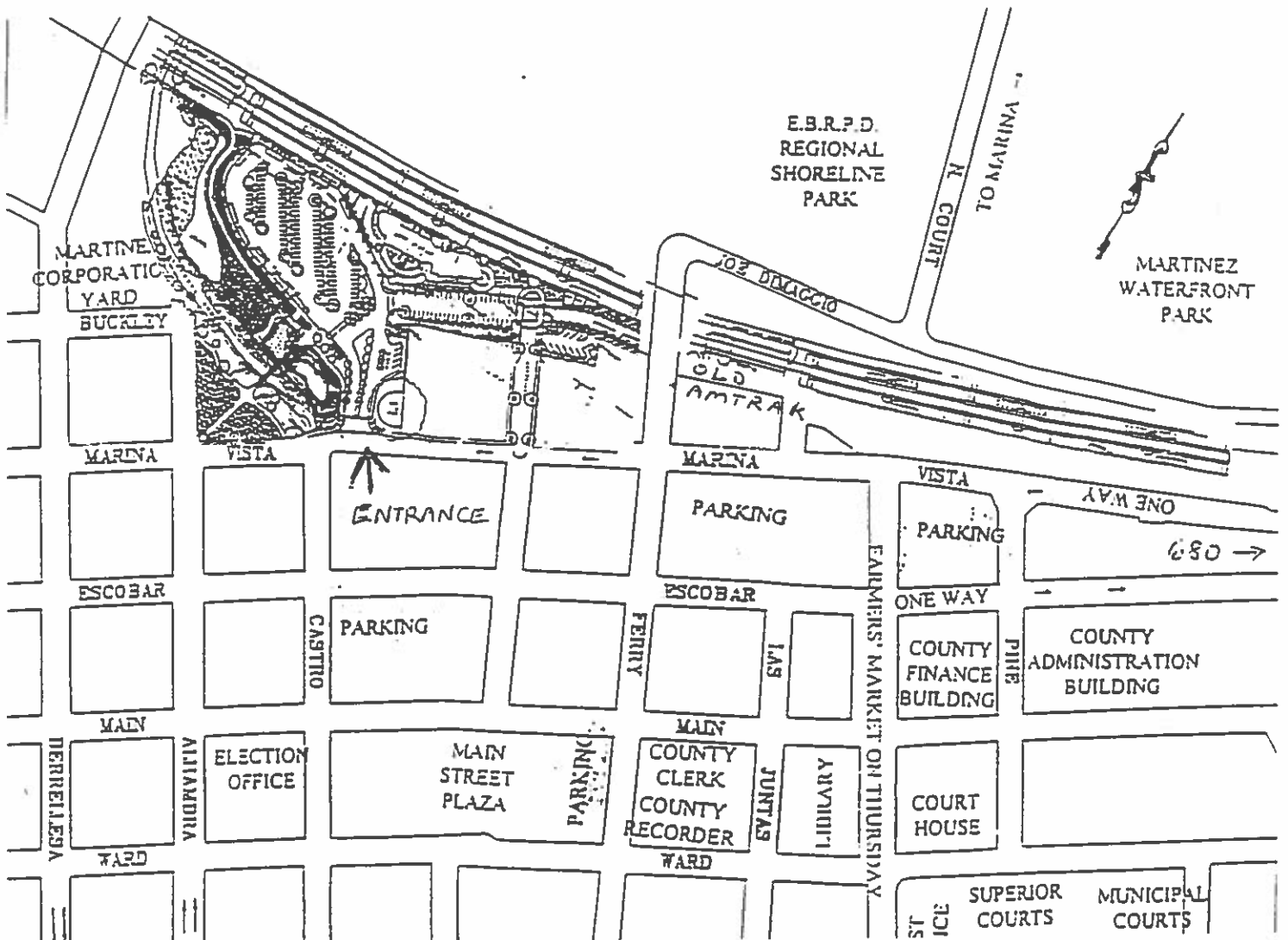
## DIRECTIONS

The main entrance of the Martinez Intermodal Project is a right turn off of Marina Vista, two blocks past the stop sign at Ferry Street.

From I-680, take the Marina Vista exit and turn left at the bottom of the ramp. Downtown Martinez is approximately two miles.

From Highway 4, take the Alhambra exit, and drive north on Alhambra towards downtown Martinez, approximately two miles. To drive in the main entrance, turn right on Escobar, one block past the stop sign at Main Street, turn left after two blocks at the stop sign at Estudillo, and turn left after one block at the stop sign at Marina Vista. Alternatively, stay on Alhambra for one more block, cross Marina Vista, park on the street, walk through the mini-park and cross Alhambra Creek on the pedestrian bridge.

## LOCATION MAP



## *CONSTRUCTION PROGRESS*

### *New Amtrak Station*

The steel framing and roof are complete, and installation of bricks has started on the exterior walls. The station should be complete by the fall of 2000.

### *New Railroad Bridges and Tracks*

UP completed the second new bridge in March. The new creek channel under the new bridges has been excavated. UP plans to replace the existing two railroad tracks between the creek and the horse arena with four new tracks. The timing of the construction of these new tracks depends on the relocation of the PG&E overhead electric transmission line that runs along the north side of the existing tracks (see further discussion below under Utility Relocation).

### *Marsh Restoration and Flood Channel*

Work has resumed after the winter shutdown on the first phase of the restoration of Alhambra Creek and its wetlands within the Martinez Regional Shoreline. This phase consists of marsh restoration on the Strait side of the arch bridge, and excavation of the flood overflow terrace on the east side of Alhambra Creek, from the new railroad bridges to the arch bridge. Construction should be completed this summer.

The second phase of marsh restoration will restore wetlands on the west side of Alhambra Creek. The design of this phase should be complete by the fall of 2000. Construction will begin in 2001.

Both phases of this work are being done in cooperation with the East Bay Regional Park District and Caltrans. Caltrans is partially funding the work as mitigation for wetlands lost due to construction of the new Carquinez and Benicia Bridges.

### *Other Work in Martinez Regional Shoreline*

**Park Entrance Drive** –The new road is complete. Once PG&E relocates the pole on the south edge of the road, the City will stripe bike lanes on both sides of the new street, and build a new pedestrian path between the street and the railroad tracks.

**Bay Trail** – the City will build a pedestrian bridge over Alhambra Creek near the end of Berrellesa. The bridge will connect to a future trail east of the creek, which will run along the back of the concrete warehouse to an existing trail in the park. The railroad will dedicate an easement for a future trail on the south side of the tracks from Berrellesa west to the EBRPD Nejedly Staging Area.

**Landscaping** –The City will landscape the area across the tracks from the old Amtrak station, as well as the area on the south side of Joe Dimaggio Drive from North Court Street to the Horse Arena, and install a four-foot high safety fence along the railroad right-of-way. The City will also install new landscaping along the boundary of the Ozol switching yard, west of Berrellesa Street.

## *Site Improvements*

The Alhambra Creek restoration, flood terrace, and creek trail are complete from Marina Vista to the railroad bridges. The main parking lot, lighting and landscaping, pedestrian bridge over Alhambra Creek, and mini-park across the creek at Alhambra and Marina Vista are all complete.

## *Utility Relocation*

PG&E needs to shift its overhead electrical transmission line, between Ferry Street and the Ozol Yard, further north to clear the new railroad tracks. The portion of the line between Ferry Street and the Horse Arena also needs to be relocated. In the existing property exchange agreement between the City and the Park District, this line was to be relocated to the south side of the railroad tracks, along Marina Vista. Because there are a number of problems with the proposed relocation, City and Park District staff are discussing alternatives to this relocation. Any change will need to be approved by the Park District Board and the City Council. The Park District required this relocation in exchange for a new easement needed for relocating the PG&E fuel oil pipeline, which currently is under the alignment of the new railroad tracks to be built in the next year. PG&E will relocate this pipeline further north, onto Park District property.

*For further information, please call Richard Pearson, City Transportation Projects Manager, at (925) 372-3525.*

# MARTINEZ INTERMODAL PROJECT

## PURPOSE AND DESCRIPTION

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The Intermodal Project is constructing a new Amtrak passenger station with a larger lobby, additional passenger seating, larger restrooms, and space for a future Martinez Chamber of Commerce office; loading spaces for ten buses, 160 new parking spaces, bicycle lockers and a carpool/vanpool lot; railroad track, bridge, and flood control improvements; and a pedestrian trail, bridge, sidewalks and mini-park. In the future, if funding can be obtained, the City plans to acquire additional property north of the tracks, construct 440 additional parking spaces, a bridge over Alhambra Creek to Berrellesa Street, and a pedestrian bridge over the tracks.

## PROJECT BENEFITS

- ◆ The new Amtrak station and parking will increase patronage on Amtrak and Amtrak California trains, and encourage more rail travelers to come to Martinez.
- ◆ The new Amtrak station site has been raised to eliminate flooding of the new station. The new railroad bridges and the restored creek will have capacity for a 100-year storm.
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## LOCATION AND ACCESS

The new station site and parking are two blocks west of the old station, next to Alhambra Creek. The main entrance to the new station is from Marina Vista. There is additional pedestrian and

vehicle access from Ferry Street and Estudillo Street. There is also pedestrian access from Castro Street and Alhambra Avenue, via a new pedestrian bridge over the creek.

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## FUNDING

Funding for the project comes from local, regional, state and federal transportation grant funds, as well as the Union Pacific Railroad. A complete list of fund sources can be found below in the ACKNOWLEDGEMENTS section.

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2	<i>California Zephyr</i> (Amtrak)	Oakland -- Chicago

A Joint Powers Board oversees the *Capitol Corridor* service. The Board is made up of representatives from transportation agencies from Santa Clara County to Placer County. BART personnel provide staff support to the Board.

The staff of the Caltrans Rail Program oversees the *San Joaquin* service, with advice from the San Joaquin Rail Task Force Steering Committee.

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*TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century)* \$1.7 million  
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### Private Sector Funding:

Union Pacific Railroad \$4.7 million

### Local and Regional Agencies:

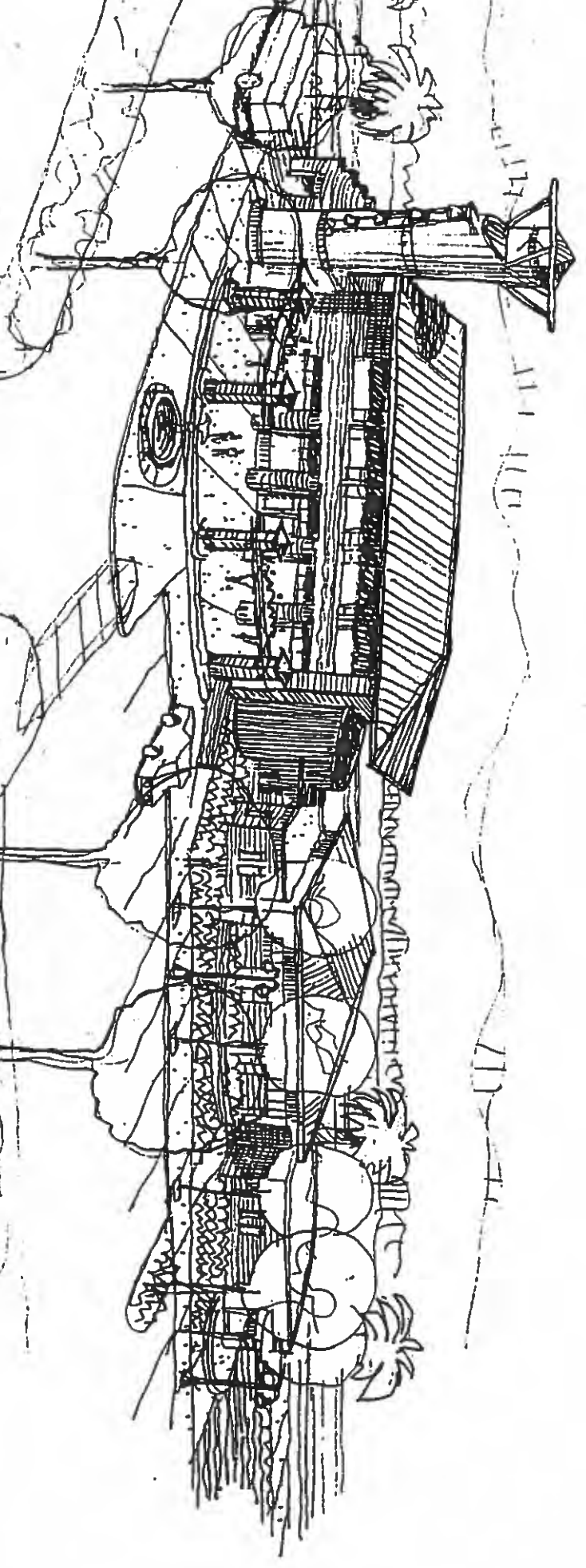
MTC (Metropolitan Transportation Commission)  
Caltrans District 4  
Capitol Corridor Joint Powers Board  
San Joaquin Rail Task Force Steering Committee  
East Bay Regional Park District  
TRANSPAC  
Central Contra Costa Transit Authority (County Connection)



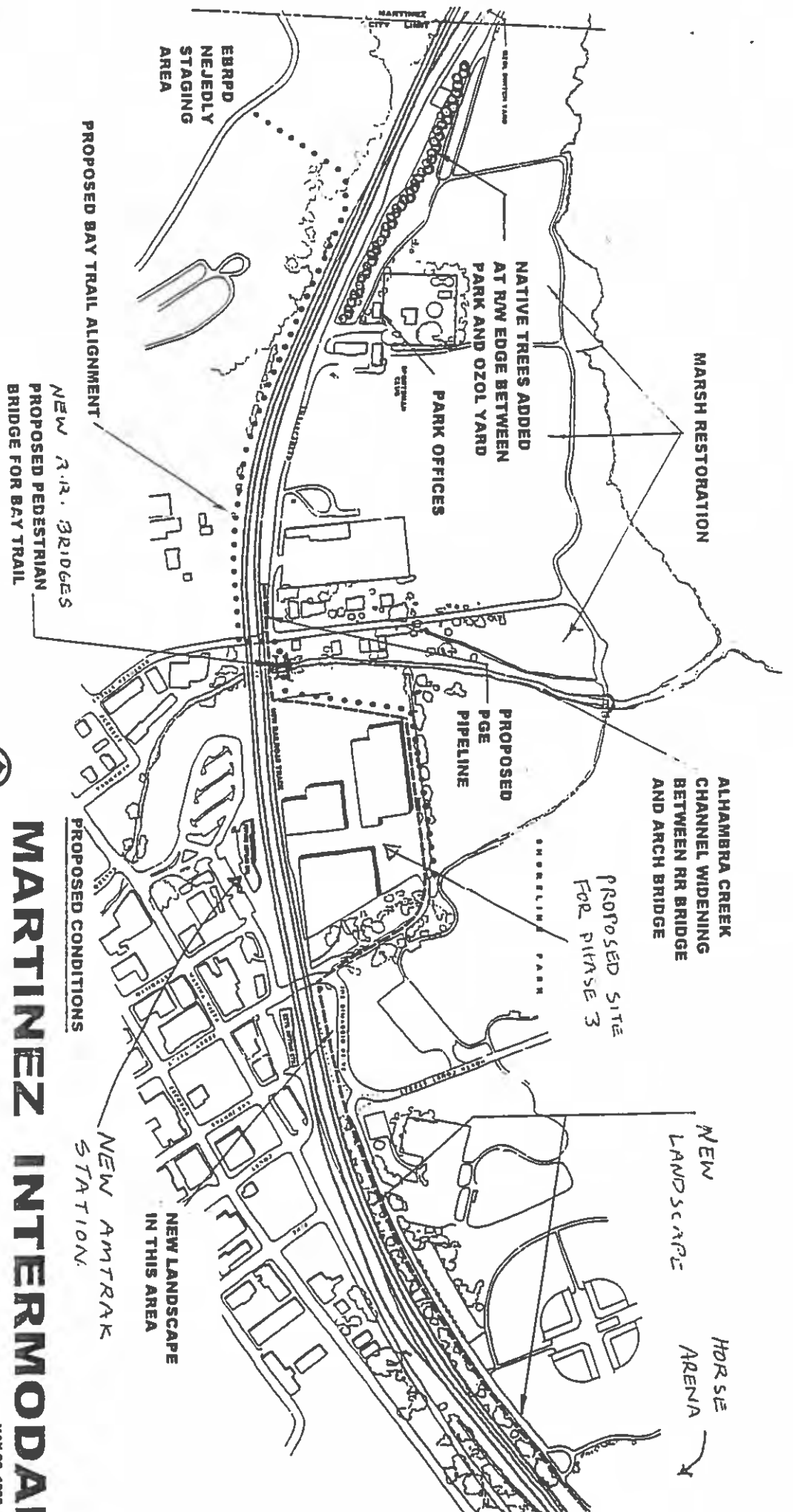


NEW AIR TRAK STATION

VIEW FROM MARINA VISTA ENTRANCE



9/18/98  
RJT



**MARTINEZ INTERMODAL**

MAY 20, 1998  
 HERRINGTON ASSOCIATES  
 LANDSCAPE ARCHITECTS  
 1000 S. GARDEN ST. #100  
 ANAHEIM, CA 92805  
 TEL: 714/771-1100

exhibit 2



June, 2001

Michael Menesini  
*Mayor*

Linda Lewis  
*Councilmember*

Mark Ross  
*Councilmember*

Rob Schroder  
*Councilmember*

Barbara Woodburn  
*Councilmember*

## INTERMODAL UPDATE

### RECENT PROJECT HIGHLIGHTS

- ✓ New \$2.2 million grant from Contra Costa Transportation Authority, Capitol Corridor Joint Powers Board and Caltrans Rail Program.
- ✓ New Amtrak station building nearly complete.
- ✓ Station landscape and hardscape under construction.
- ✓ Platforms under construction.
- ✓ Capitol Corridor adds four new trains per day.
- ✓ PG&E transmission line relocation completed.
- ✓ New tracks completed from Ferry Street to Berrellesa.
- ✓ New UPRR trackwork east of Ferry Street to begin.
- ✓ Design of Bay Trail and pedestrian bridge over Alhambra Creek underway.
- ✓ Second phase of marsh restoration to begin west of Alhambra Creek.

## **New \$2.2 Million STIP Grant**

In March, the California Transportation Commission gave final approval to \$2.2 million of State Transportation Improvement Program funds for the current phase of the Intermodal Project. The Contra Costa Transportation Authority, the Capitol Corridor Joint Powers Board, and the Caltrans Rail Program, operators of the *San Joaquins*, recommended the funding. The funds will primarily be used to complete the platforms and trackwork.

## **New Amtrak Station**

The first concrete floor in the lobby cracked badly. It was removed, and then repoured, with no cracks the second time. After the floor has been sealed, the lobby benches will be installed. This is the last major part of the station building.

## **Station Landscape and Hardscape Under Construction**

The CTC approved \$852,000 in Transportation Enhancement Activity funds in January and March. CCTA and the Caltrans Rail Program recommended this funding, which will pay for the station hardscape and landscaping. The concrete work outside of the station is well underway. The next step will be the brick plaza areas and landscaping.

## **Platform Construction Underway**

Construction has finally started on the passenger boarding platforms. The platforms will be eight inches above the top of the railroad tracks to minimize the step up into a train. Because they are directly adjacent to the tracks, work must stop whenever a train is approaching, for the safety of the workers and the train riders. The first segment of the platforms near Ferry Street will be finished in early July. This will allow demolition of the old platforms east of the old station, to allow the new trackwork to proceed there. The balance of the new platforms will then be finished, and the new station can open.

## **Capitol Corridor Adds Four New Trains per Day**

On April 29, 2001, the Capitol Corridor began running four new trains (two roundtrips per day); the eighth and ninth trains of the daily service. Service also increased from Oakland to San Jose. The increased service is in response to passenger demand increasing nearly 50% per year over the past two years.

## **PG&E Transmission Line Relocation Completed**

PG&E has completed the relocation of its overhead 60KV electrical transmission line. 15 poles and 3000 feet of transmission line were moved, beginning near the horse arena, and stretching down to the UP Ozol yard and the Embarcadero entrance to the EBRPD Martinez Regional Shoreline. The new alignment eliminates the "kink" in the line between Ferry and North Court

Street. Several other old utility poles were also removed near the old station. The old alignment conflicted with the location of the new Union Pacific railroad tracks.

## **New Tracks Complete From Ferry Street to Berrellesa**

The Union Pacific Railroad has completed the realignment of two old tracks, and the construction of two new tracks, between Ferry and Berrellesa. These tracks had to be built before construction of the platforms could begin.

## **Bay Trail and Pedestrian Bridge Over Alhambra Creek**

The City is preparing the final design of a segment of the Bay Trail, in cooperation with the Park District. This trail segment will begin at the Granger's Wharf parking lot at the north end of Berrellesa Street. The trail will cross Alhambra Creek on a new pedestrian bridge, and then run behind the concrete warehouses to North Ferry Street. There the trail will connect to existing trails in the Martinez Regional Shoreline to reach the shoreline and the proposed ~~Court Street~~ pedestrian bridge. The current design contract also includes preliminary design of this pedestrian bridge.

The City and the Park District have applied for an additional grant to construct an additional segment of the Bay Trail. This segment will run from the Nejedly staging area on Carquinez Scenic Drive down to the UPRR tracks, along the south side of the tracks to the new Berrellesa crossing, and then down Berrellesa to the Granger's Wharf parking lot.

## **Second Phase of Marsh Restoration**

The City has awarded the construction contract for the second phase of marsh restoration within the Martinez Regional Shoreline. This phase is located west of Alhambra Creek. The work will consist of removing soil to restore this area to tidal action. The new marsh will also provide additional area for floodwaters from the creek to disperse. Two new pedestrian bridges will be built to carry existing trails over the restored marsh. Construction should be complete this fall.

The first phase of the restoration of Alhambra Creek and its wetlands was completed in 2000. This phase included marsh restoration on the Strait side of the arch bridge, strengthening the arch bridge and widening the channel under the bridge, and excavation of the flood terrace on the east edge of Alhambra Creek, from the railroad to the arch bridge. The flood terrace also restores tidal action to the wetlands to the east of the creek.

This work is being done in cooperation with the East Bay Regional Park District and Caltrans. Caltrans is partially funding the work as mitigation for wetlands lost due to construction of the new Carquinez and Benicia Bridges.

## ***Landscaping Along Railroad in Martinez Regional Shoreline***

When UP has completed the new railroad tracks, the City will re-landscape the area across the tracks from the old Amtrak station, as well as the area on the south side of Joe Dimaggio Drive from North Court Street to the Horse Arena. The City will also build a new pedestrian path between the new street and the railroad tracks and install a four-foot high safety fence along the railroad right-of-way. The City will also install new landscaping along the boundary of the Ozol switching yard, at the west end of the Martinez Regional Shoreline.

### **COMPLETED PROJECT ELEMENTS**

- ◆ Main parking lots, lighting, landscaping, and Ferry and Marina Vista entrances.
- ◆ Alhambra Creek Trail, from the Berrellesa grade crossing to Marina Vista.
- ◆ Pedestrian bridge over Alhambra Creek to mini-park at Alhambra and Marina Vista.
- ◆ New railroad bridges, and new creek channel under the new bridges.
- ◆ New park entrance road, from Ferry to North Court.
- ◆ Alhambra Creek flood terrace and marsh restoration from Marina Vista past the arch bridge.
- ◆ Site acquisition, railroad right-of-way acquisition, and acquisition of property for creek widening north of the tracks.

*For further information, please call Richard Pearson, City Transportation Projects Manager, at (925) 372-3525.*



# MARTINEZ INTERMODAL PROJECT

## PURPOSE

The Martinez Amtrak station, one of the busiest stations in California and the nation, has been a transportation hub since 1877, but facilities have not kept pace with recent growth in service provided by State-sponsored Amtrak California trains: the *Capitols* and the *San Joaquins*. The lobby is small, with inadequate seating and restrooms. There is inadequate loading space for local and Amtrak buses. Onsite parking is inadequate, so that passenger parking spills over into other areas of downtown. The old station site and tracks flooded during heavy rains. The passenger platforms and station do not meet current ADA standards.

## PROJECT DESCRIPTION

### Phases One and Two:

- ◆ Acquisition of project site
- ◆ New Amtrak passenger station with adequate lobby, passenger seating, and restrooms
- ◆ New office for the Martinez Chamber of Commerce
- ◆ 160 new parking spaces, ten bus spaces, bicycle lockers and a carpool/vanpool lot
- ◆ Railroad track, bridge, signal and switching improvements
- ◆ Flood control and marsh restoration
- ◆ Bay Trail and Alhambra Creek Trail segments, with two pedestrian bridges over the creek.

### Future Phase Three:

- ◆ Acquire additional property
- ◆ Construct 440 additional parking spaces
- ◆ Bridge over Alhambra Creek to Berrellesa Street
- ◆ Pedestrian bridge over the tracks
- ◆ New entrance from Ferry Street

## PROJECT BENEFITS

- ◆ The new Amtrak station and parking will increase patronage on Amtrak and Amtrak California trains, and encourage more rail travelers to come to Martinez.
- ◆ The new Amtrak station site is raised to eliminate flooding. The new railroad bridges and the restored creek have a 100-year storm capacity.
- ◆ Amtrak California trains stopping at the new station will not block Ferry Street.
- ◆ Alhambra Creek has been restored through the Martinez Regional Shoreline.
- ◆ The new Chamber of Commerce office will provide passengers with easy access to information about Martinez.
- ◆ The project has replaced a neglected railroad storage yard. If funding can be obtained for Phase Three, the old concrete and metal warehouses north of the tracks will also be removed.



- ◆ The old Amtrak station will become an annex for the Martinez Historical Society museum.
- ◆ The new track work will minimize conflicts between the *San Joaquin* and *Capitol Corridor* passenger trains, and freight trains on the Sacramento and Mocooco lines.

## LOCATION AND ACCESS

The new station site and parking are two blocks west of the old station, next to Alhambra Creek. The main entrance to the new station is from Marina Vista. There is additional pedestrian and vehicle access from Ferry Street and Estudillo Street. There is also pedestrian access from Alhambra Avenue and Castro Street, via a new pedestrian bridge over the creek.

Future parking in Phase Three would be north of the tracks, on land currently used for warehouses. Vehicle access to this future parking would be from North Ferry Street and from Berrellesa Street via a new bridge over Alhambra Creek.

## TRAIN SERVICE

The Martinez station is served by Amtrak trains, and by Amtrak California trains operated by Amtrak and funded by the State of California as part of the Caltrans Rail Program. Currently there are 30 passenger trains per day, with up to 52 passenger trains per day planned by 2010.

<u>Daily Trains</u>	<u>Name</u>	<u>Route</u>
18	<i>Capitol Corridor</i> (Amtrak California)	San Jose - Auburn
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The staff of the Caltrans Rail Program oversees the *San Joaquin* service, with advice from the San Joaquin Rail Task Force Steering Committee.

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Bus service is provided by County Connection (CCCTA), Amtrak California, WestCat, Tri-Delta Transit, and the Caltrans Benicia Bridge bicycle shuttle. Routes serve East County, West County, and Central County, BART at Pleasant Hill and Concord, Benicia, Vallejo and Napa.

## ACKNOWLEDGEMENTS

The success of the Martinez Intermodal Project is due to the hard work and support of many people and agencies. The City of Martinez thanks the following agencies, as well as many public officials and individuals too numerous to list here.

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Contra Costa Transportation Authority (CCTA)	
<i>Measure C (local transportation sales tax measure)</i>	\$4.7 million
<i>TEA (Transportation Enhancement Activities)</i>	\$0.3 million
<i>STIP (State Transportation Improvement Program)</i>	\$0.7 million
Bay Area Rapid Transit District (BART)	
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Bay Area Air Quality Management District	
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Capitol Corridor Joint Powers Board	
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Caltrans Rail Program	
<i>TCI (Transit Capital Improvement)</i>	\$3.3 million
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<i>Minor Capital Projects</i>	\$0.1 million
Caltrans District 4	
<i>State Local Transportation Partnership</i>	\$1.4 million

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Federal Highway Administration (FHWA)	
<i>ISTEA (Intermodal Surface Transportation Efficiency Act)</i>	\$2.5 million
<i>TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century)</i>	\$1.7 million
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TRANSPAC

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ALHAMBRA CREEK  
CHANNEL WIDENING  
BETWEEN RR BRIDGE  
AND ARCH BRIDGE

SEE EXHIBIT 3 FOR BERMED AREA  
AT NEW TRACK EAST OF FERRY ST

MARSH RESTORATION

SHORELINE PARK

PROPOSED  
PGE (WICKLAND)  
PIPELINE

NATIVE TREES ADDED  
AT R/W EDGE BETWEEN  
PARK AND OZOL YARD

PARK OFFICES

EBRPD  
NEJEDLY  
STAGING  
AREA

SEE EXHIBIT 5 AND 6 FOR  
NEW LANDSCAPE OPTIONS  
IN THIS AREA

PROPOSED BAY TRAIL ALIGNMENT

PROPOSED PEDESTRIAN  
BRIDGE FOR BAY TRAIL

PROPOSED CONDITIONS

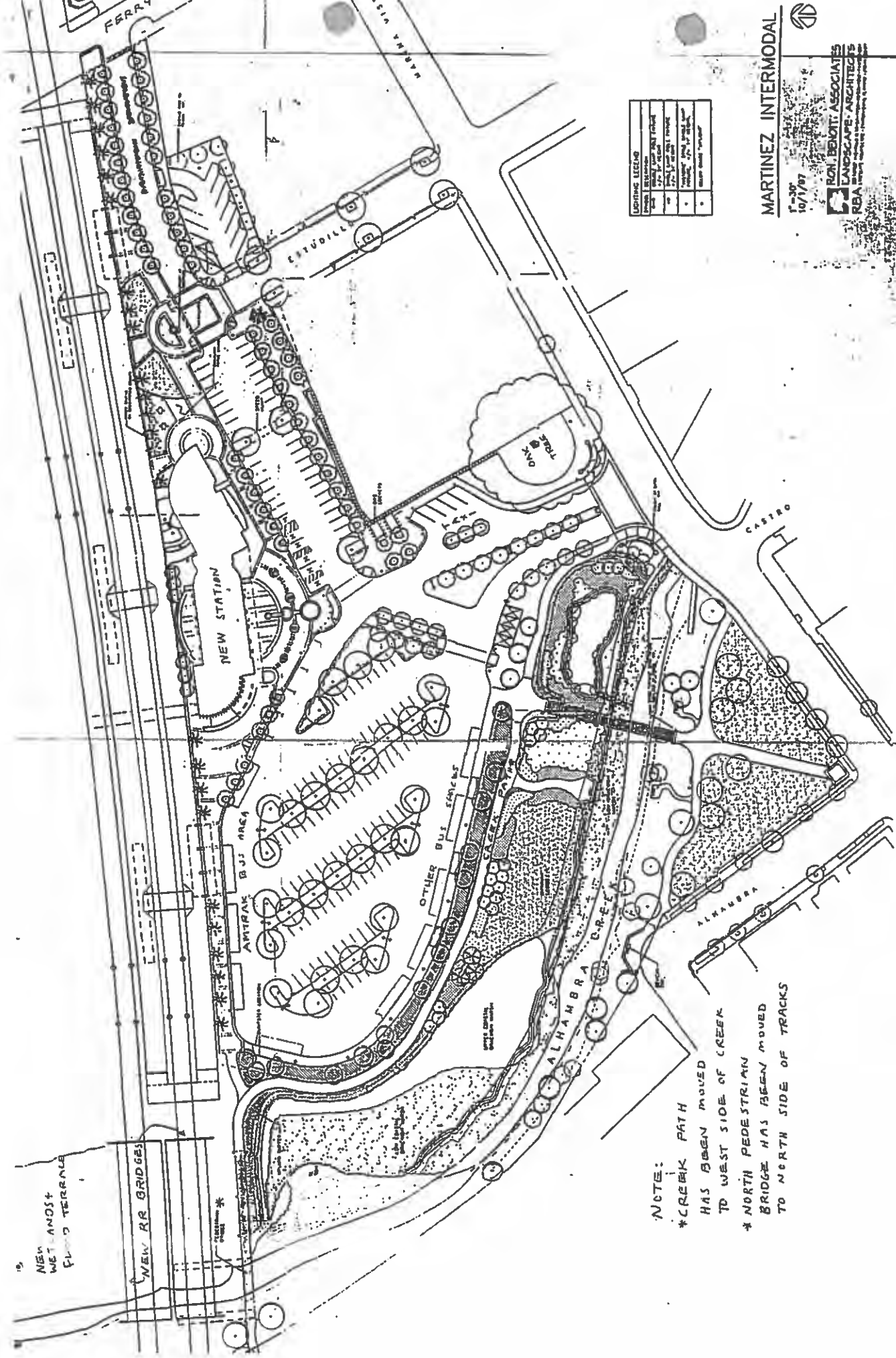


# MARTINEZ INTERMODAL

MAY 20, 1990



exhibit 7



LIGHTING LEGEND	
Symbol	Lighting Fixture
Symbol	Lighting Fixture
Symbol	Lighting Fixture
Symbol	Lighting Fixture
Symbol	Lighting Fixture
Symbol	Lighting Fixture

MARTINEZ INTERMODAL

10/1/97

RON BELONT ASSOCIATES  
LANDSCAPE ARCHITECTS  
RBA

NEW ANDOS+ FLOOD TERRACE

NEW RR BRIDGES

NEW STATION

ARTISAN BUS AREA

OTHER BUS STOP

ALHAMBRA CREEK

ALHAMBRA

NOTE:  
\*CREEK PATH HAS BEEN MOVED TO WEST SIDE OF CREEK  
\*NORTH PEDESTRIAN BRIDGE HAS BEEN MOVED TO NORTH SIDE OF TRACKS



*We  
not endorsed*

June, 2000

# MARTINEZ INTERMODAL UPDATE

## CONTENTS:

Construction Progress ..... 2  
 Project Description ..... 4  
 Site Plans and Architectural Sketch ..... 7

### MID-CONSTRUCTION PUBLIC OPEN HOUSE

Date: **June 17 (Saturday)**  
 Time: **9 a.m. to noon**  
 Place: **Intermodal Parking Lot (off of Marina Vista near Castro Street)**  
 Please see location map on back of this sheet.

Please come! Self-guided tours of:

- ❖ New Amtrak station (approximately 50% complete).
- ❖ Alhambra Creek Trail and Restoration (complete at site)
- ❖ New park and pedestrian bridge at Alhambra and Marina Vista (complete)
- ❖ New parking lot, brick sidewalks and landscaping (complete)
- ❖ Alhambra Creek Marsh Restoration (approximately 50% complete)
- ❖ New railroad bridges (complete)\*\*
- ❖ New railroad crossing at Berrellesa (complete)\*\*

**\*\*PLEASE VIEW RAILROAD FACILITIES FROM PUBLIC PROPERTY ONLY!  
 STAY OFF THE RAILROAD TRACKS FOR YOUR OWN SAFETY!**

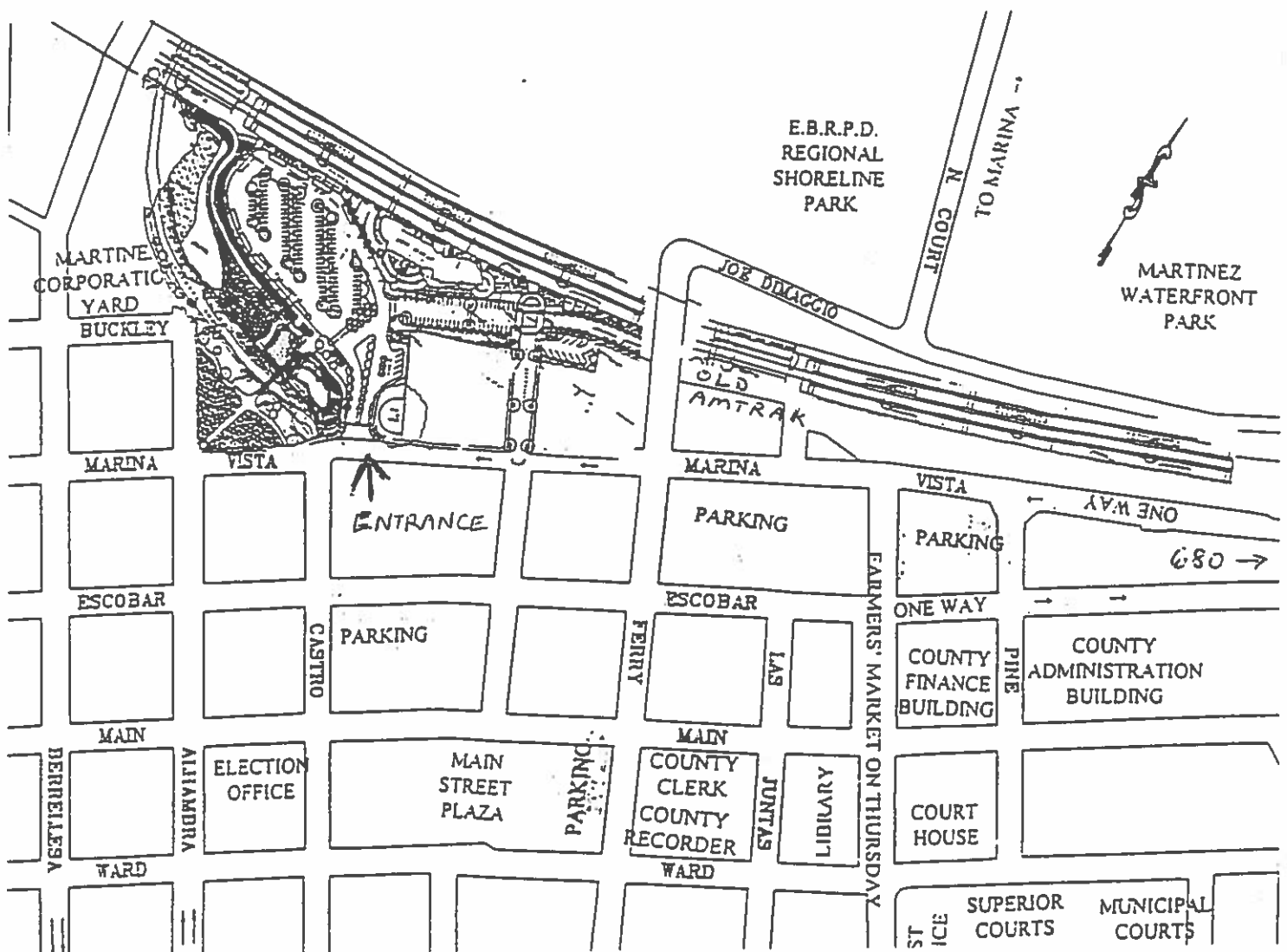
## DIRECTIONS

The main entrance of the Martinez Intermodal Project is a right turn off of Marina Vista, two blocks past the stop sign at Ferry Street.

From I-680, take the Marina Vista exit and turn left at the bottom of the ramp. Downtown Martinez is approximately two miles.

From Highway 4, take the Alhambra exit, and drive north on Alhambra towards downtown Martinez, approximately two miles. To drive in the main entrance, turn right on Escobar, one block past the stop sign at Main Street, turn left after two blocks at the stop sign at Estudillo, and turn left after one block at the stop sign at Marina Vista. Alternatively, stay on Alhambra for one more block, cross Marina Vista, park on the street, walk through the mini-park and cross Alhambra Creek on the pedestrian bridge.

## LOCATION MAP



## *CONSTRUCTION PROGRESS*

### *New Amtrak Station*

The steel framing and roof are complete, and installation of bricks has started on the exterior walls. The station should be complete by the fall of 2000.

### *New Railroad Bridges and Tracks*

UP completed the second new bridge in March. The new creek channel under the new bridges has been excavated. UP plans to replace the existing two railroad tracks between the creek and the horse arena with four new tracks. The timing of the construction of these new tracks depends on the relocation of the PG&E overhead electric transmission line that runs along the north side of the existing tracks (see further discussion below under Utility Relocation).

### *Marsh Restoration and Flood Channel*

Work has resumed after the winter shutdown on the first phase of the restoration of Alhambra Creek and its wetlands within the Martinez Regional Shoreline. This phase consists of marsh restoration on the Strait side of the arch bridge, and excavation of the flood overflow terrace on the east side of Alhambra Creek, from the new railroad bridges to the arch bridge. Construction should be completed this summer.

The second phase of marsh restoration will restore wetlands on the west side of Alhambra Creek. The design of this phase should be complete by the fall of 2000. Construction will begin in 2001.

Both phases of this work are being done in cooperation with the East Bay Regional Park District and Caltrans. Caltrans is partially funding the work as mitigation for wetlands lost due to construction of the new Carquinez and Benicia Bridges.

### *Other Work in Martinez Regional Shoreline*

**Park Entrance Drive** –The new road is complete. Once PG&E relocates the pole on the south edge of the road, the City will stripe bike lanes on both sides of the new street, and build a new pedestrian path between the street and the railroad tracks.

**Bay Trail** – the City will build a pedestrian bridge over Alhambra Creek near the end of Berrellesa. The bridge will connect to a future trail east of the creek, which will run along the back of the concrete warehouse to an existing trail in the park. The railroad will dedicate an easement for a future trail on the south side of the tracks from Berrellesa west to the EBRPD Nejedly Staging Area.

**Landscaping** –The City will landscape the area across the tracks from the old Amtrak station, as well as the area on the south side of Joe Dimaggio Drive from North Court Street to the Horse Arena, and install a four-foot high safety fence along the railroad right-of-way. The City will also install new landscaping along the boundary of the Ozol switching yard, west of Berrellesa Street.

## *Site Improvements*

The Alhambra Creek restoration, flood terrace, and creek trail are complete from Marina Vista to the railroad bridges. The main parking lot, lighting and landscaping, pedestrian bridge over Alhambra Creek, and mini-park across the creek at Alhambra and Marina Vista are all complete.

## *Utility Relocation*

PG&E needs to shift its overhead electrical transmission line, between Ferry Street and the Ozol Yard, further north to clear the new railroad tracks. The portion of the line between Ferry Street and the Horse Arena also needs to be relocated. In the existing property exchange agreement between the City and the Park District, this line was to be relocated to the south side of the railroad tracks, along Marina Vista. Because there are a number of problems with the proposed relocation, City and Park District staff are discussing alternatives to this relocation. Any change will need to be approved by the Park District Board and the City Council. The Park District required this relocation in exchange for a new easement needed for relocating the PG&E fuel oil pipeline, which currently is under the alignment of the new railroad tracks to be built in the next year. PG&E will relocate this pipeline further north, onto Park District property.

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The Intermodal Project is constructing a new Amtrak passenger station with a larger lobby, additional passenger seating, larger restrooms, and space for a future Martinez Chamber of Commerce office; loading spaces for ten buses, 160 new parking spaces, bicycle lockers and a carpool/vanpool lot; railroad track, bridge, and flood control improvements; and a pedestrian trail, bridge, sidewalks and mini-park. In the future, if funding can be obtained, the City plans to acquire additional property north of the tracks, construct 440 additional parking spaces, a bridge over Alhambra Creek to Berrellesa Street, and a pedestrian bridge over the tracks.

## PROJECT BENEFITS

- ◆ The new Amtrak station and parking will increase patronage on Amtrak and Amtrak California trains, and encourage more rail travelers to come to Martinez.
- ◆ The new Amtrak station site has been raised to eliminate flooding of the new station. The new railroad bridges and the restored creek will have capacity for a 100-year storm.
- ◆ Amtrak California trains stopping at the new station will not block Ferry Street.
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*TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century)* \$1.7 million  
California Public Utilities Commission  
*Federal Hazardous Grade Crossings* \$0.2 million

### Private Sector Funding:

Union Pacific Railroad \$4.7 million

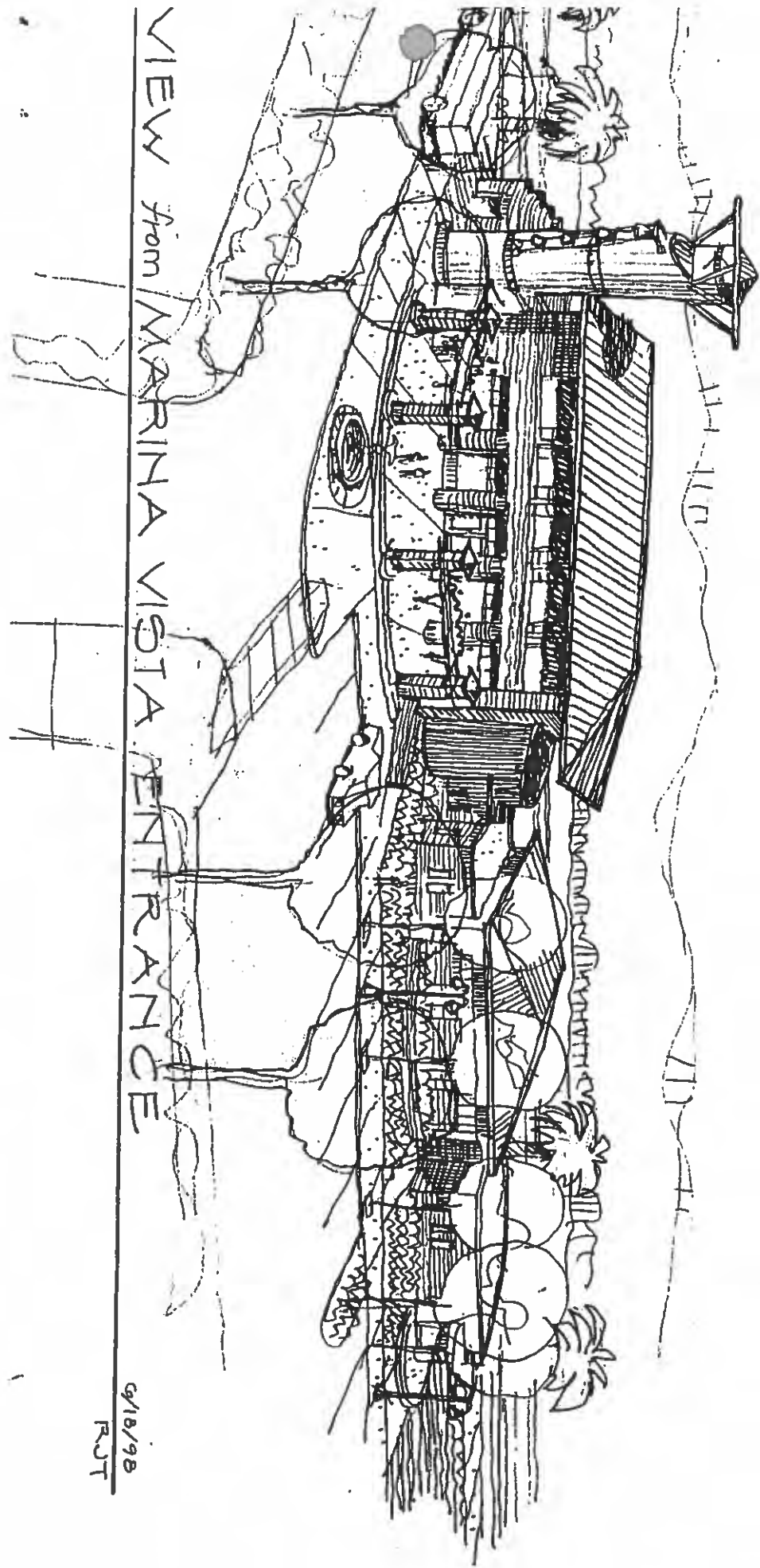
### Local and Regional Agencies:

MTC (Metropolitan Transportation Commission)  
Caltrans District 4  
Capitol Corridor Joint Powers Board  
San Joaquin Rail Task Force Steering Committee  
East Bay Regional Park District  
TRANSPAC  
Central Contra Costa Transit Authority (County Connection)

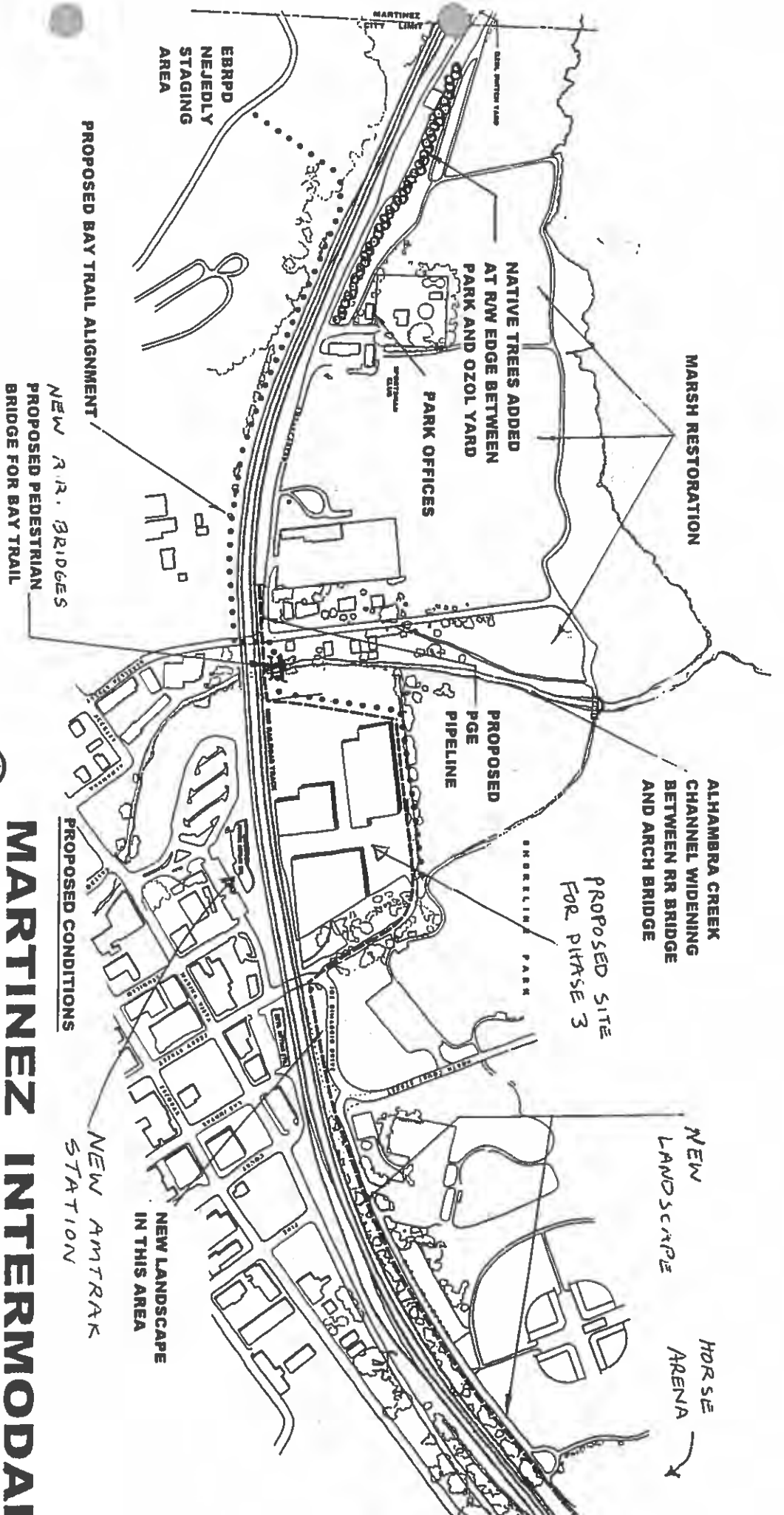


NEW AMTRAK STATION

VIEW FROM MARINA VISTA ENTRANCE



6/18/98  
RJT



# MARTINEZ INTERMODAL



MAY 29, 1998  
 NON-BENEFIT ASSOCIATION  
 LANDSCAPE ARCHITECTS  
 1534 14TH AVENUE  
 BERKELEY, CA 94710  
 TEL: 415.841.1111

exhibit 7

CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION

April 8, 1998

A regular meeting of the Martinez Arts & Library Commission was called to order by Commissioner Dorrie Langley at 6:12 P.M. on Wednesday April 8, 1998, at 610 Main Street, Martinez, CA.

**ROLL CALL**

**Present:** Commissioners Amspoker, Cunningham, Langley, Ross

**Absent:** Commissioners J. Hetzler, M. Hetzler, Hill

**Staff:** Bob Cantrell Assistant Director of Community Services  
Sherri Lewis, Minutes Clerk

**APPROVAL OF MINUTES:** February 11, 1998

On motion by Commissioner Amspoker, seconded by Commissioner Cunningham, Commissioners present unanimously approved the minutes of the February 11, 1998 meeting, as submitted.

**ELECTION OF OFFICERS**

Commissioner Cunningham nominated Dorrie Langley as the Chair of the Arts & Library Commission. The nomination was seconded by Commissioner Amspoker and carried unanimously by a voice vote.

Commissioner Cunningham nominated Darlene Ross as the Vice Chair of the Arts & Library Commission. The nomination was seconded by Commissioner Amspoker and carried unanimously by a voice vote.

**NEW BUSINESS**

A. Review of Mission Statement

1. 1998 Goals and Objectives Discussion

Chairwoman Langley explained that the Mission Statement had been provided for the benefit of the new Commissioners. She welcomed any additional input on goals and objectives for 1998.



Chairwoman Langley pointed out the inclusion of the Martinez Arts Association Newsletter that included information of interest to the Commission. She emphasized the importance of keeping in touch with the County Arts and Culture Commission, particularly in light of the availability of potential grants. She noted that she had been working with a staff member to review the possibility and costs associated with a pamphlet identifying art in public places within the City of Martinez. A potential project included a book of murals in the City.

Assistant Director of Community Services Bob Cantrell suggested that the Commission consider preparing an application for funds that could be submitted to the Community Foundation for consideration. He expressed the willingness to provide assistance in submitting the appropriate application.

### PUBLIC COMMENT

Councilmember Mark Ross thanked the Commission for their efforts in emphasizing the importance of the arts in the community. In response to inquiries as to the status of the Hilson's Building, he commented that it was likely that the building lease would not be extended past the October 1998 expiration date. Options were being reviewed for a new location.

Councilmember Ross encouraged the lines of communication between the Commission and the City Council to remain open. To that end, he suggested that a representative from the Commission could consider attending City Council meetings on occasion to provide an update on the activities of the Arts & Library Commission.

Commending the possibility of a booklet identifying the murals in the City, Councilmember Ross noted a preponderance of large blank walls in the City that could be quite attractive if painted with murals. He suggested that such a possibility could serve as an attraction to the community and be a project that the Commission could oversee.

Chairwoman Langley inquired of the status of the old Amtrak train station, to which Mr. Ross commented that the status of the train station should be known by the end of the year. He understood that a number of organizations had expressed an interest in utilizing the building.

Chairwoman Langley inquired whether the Commission should send a letter to the City Manager to indicate the Commission's interest in the use of the old Amtrak train station for use as the City's art gallery.

Councilmember Ross suggested that a formal presentation to the City Council during public comment would ensure that the desire of the Commission to potentially utilize the old train station would be on record for consideration. He reiterated his appreciation to the Commission for their efforts on behalf of the community. He apologized for the length of time it had taken to appoint new Commissioners expressed his hope that such delays would not occur again.



Mr. Cantrell supported the concept of a letter of intent written to the City Council, with a formal presentation on the potential use of the old Amtrak train station. He suggested that the Chair be the point person to address the City Council.

Chairwoman Langley emphasized the importance of a partnership with other groups in the City. She suggested that a combined joint effort could serve both the Arts & Library Commission and the Leisure Services Department.

#### B. Art Gallery Relocation

Chairwoman Langley reiterated that a letter written to the City Council expressing interest in the use of the old Amtrak train station would be prepared.

Commissioner Amspoker understood that the Historical Society had also expressed interest in the use of the old Amtrak train station building. She suggested that the site could serve both the Historical Society and the Commission as a location of the City's art gallery. She emphasized that a partnership of organizations could benefit all.

Vice Chair Ross commented that if communication had already begun with the Historical Society to possibly use the building, she suggested that a representative from both the Historical Society and the Commission could meet and address the City Council. She agreed that a combined effort would be important.

On the discussion, Mr. Cantrell reiterated his willingness to assist in drafting a letter to the City Council after speaking with representatives from the Historical Society.

On an unrelated matter, Chairwoman Langley reported that the Martinez Arts Association Annual Spring Show Opening Night had been scheduled for May 22, 1998, between the hours of 7:00 and 9:00 P.M. The art work would be displayed at Home Savings Bank on Alhambra Avenue for a month's time. She encouraged everyone to attend.

Chairwoman Langley further advised that the art work displayed at City Hall, the County Assessor's Office, and the Leisure Services offices, were the work of one artist and had been part of a rotating exhibit.

#### CORRESPONDENCE

The Commission acknowledged and received the following correspondence:

1. Copy of March 11, 1998 Arts and Culture Commission of Contra Costa County agenda. Copy of January 14, 1998, Arts and Culture Commission of Contra Costa County minutes.

**ADJOURNMENT**

On motion by Commissioner Amspoker, second by Commissioner Cunningham, the meeting adjourned at 7:00 P.M., to the next scheduled meeting set for Wednesday May 13, 1998.

Respectfully submitted,

Approved By,

Sherri Lewis  
Minutes Clerk

Dorrie Langley  
Chairwoman

CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION

May 13, 1998

A regular meeting of the Martinez Arts & Library Commission was called to Chairwoman Dorrie Langley at 6:20 P.M. on Wednesday, May 13, 1997, at Street, Martinez, CA.

**ROLL CALL**

**Present:** Commissioners J. Hetzler, Ross, Chairwoman Langley  
**Absent:** Commissioners Amspoker, Cunningham, M. Hetzler, Hill  
**Staff:** Bob Cantrell Assistant Director of Community Services  
Sherri Lewis, Minutes Clerk

**APPROVAL OF MINUTES:** April 8, 1998

On motion by Commissioner Ross, seconded by Chairwoman Langley, the Commission approved the minutes of the April 8, 1998 meeting, as submitted.

**NEW BUSINESS**

Chairwoman Langley advised that there was no quorum for the meeting. With no agenda on the agenda, she noted that those present could proceed and discuss the agenda,

1. Review of Mission Statement
  - A. 1998 Goals and Objectives Discussion

Chairwoman Langley commented that the Mission Statement had been included to Commissioners to be apprised of the charge of the Arts & Library Commission.

Those present commented that the Mission Statement was comprehensive and straight and there was no need to revise the Mission Statement at this time.

- B. Art Gallery Relocation

C. Railroad Amtrack Station Use Letters April 22, 1998

Chairwoman Langley advised that she had spoken with Richard Patchin, a member of the Historical Society, in relation to the possibility of using the Railroad Station building for the purpose of a joint Historical Society, Martinez Arts Association, and Photography Association use, along with the City's Commission for a museum-gallery.

Chairwoman Langley commented that Mr. Patchin acknowledged that such a concept had been discussed in the past, and that he welcomed the possibility.

Referencing the draft letters contained in the Commission packets, Mr. Cantrell stated that the letters could be forwarded to the respective agencies, if acceptable to the Commission.

Chairwoman Langley pointed out that the train station was owned by the City. In the event the concept of a museum-gallery were approved, as proposed, it could be staffed by the various organizations involved and would not require the assistance of City staff. The building was quite large and the interior could be re-arranged to accommodate a display area for an art gallery. Interested groups could commit to putting in as much as they could for the maintenance and staffing of the building.

Commissioner Hetzler suggested that the matter of the maintenance of the building and associated costs be identified to allow the Commission to make a stronger case for a proposal. He inquired whether City staff could obtain the information related to operating costs.

Mr. Cantrell expressed the willingness to obtain a copy of the building floor plan, which would identify the square footage of the building and the area that could be utilized for the display of art work.

Commissioner Hetzler emphasized that it would be worthwhile to determine whether the building was in compliance with the current safety codes and with Americans with Disabilities Act (ADA) requirements. He further suggested that the Arts & Library Commission meet with the various groups interested in the proposal to discuss how to cooperatively use the building space once a floor plan had been obtained.

Chairwoman Langley understood that Shell Oil Company had a program which consisted of a group of volunteers from the community who provided assistance for certain projects. She suggested that such a group could be utilized for the maintenance of the railroad station building.

Mr. Cantrell acknowledged that he was also aware of such a program, and if necessary, that a group of volunteers could be contacted.

On the discussion, Mr. Cantrell suggested the formation of a subcommittee that could meet with the various organizations interested in the use of the Railroad Station building, in order to allow the proposal to be discussed in detail.

Chairwoman Langley volunteered to serve on the subcommittee. She also commented that Commissioner Amspoker, absent from the meeting, had broached the concept to the Commission. She suggested that she would likely be willing to serve on the subcommittee as well.

Mr. Cantrell commented that once responses had been received from the draft letters and the concept idea formed, representatives could then appear before the City Council to make a formal request for the use of the building.

Chairwoman Langley inquired of the status of the lease of the Hilson's Building, to which Mr. Cantrell advised of his understanding that the City had been negotiating with the property owner to possibly extend the lease period past the October expiration date, on a month-to-month basis.

In relation to alternative sites for the Art Gallery, Chairwoman Langley encouraged Commissioners to "keep their eyes open" for possible sites.

On an unrelated matter, Commissioner Hetzler inquired whether all of the Commissioners had been sworn in to serve on the Commission, to which Mr. Cantrell stated that he would contact the City Clerk to determine whether all Commissioners had been sworn into office.

Commissioner Hetzler further commented on the obvious problem of achieving a quorum for the meetings. He inquired whether staff could contact Commissioners in the event it was known that a quorum could not be achieved. He also inquired whether a change of date or meeting time would encourage better attendance.

Chairwoman Langley acknowledged that achieving a quorum for the meeting had been a problem in the past. She noted that staff typically telephoned Commissioners the day of the meeting to determine whether there was a quorum, and had contacted Commissioners in the event a meeting were to be cancelled. She recommended that the Commission discuss possible changes to the meeting date and time at the next meeting scheduled for June 10, 1998.

### **CORRESPONDENCE**

The Commission acknowledged and received the following correspondence:

1. Copy of April and May 1998, Martinez Arts Association Newsletter and Invitation to participate in Annual Invitational Art Show scheduled for May 2 to June 19, 1998, at Home Savings of America.
2. Arts Management Institute scheduled seminars on June 4, 26 and August 7, 1998.
3. Arts and Culture Commission of Contra Costa County - Arts Advocacy Alert.

**PUBLIC COMMENT**

There was no public comment.

**ADJOURNMENT**

On motion by Commissioner Ross, second by Chairwoman Langley, the meeting adjourned at 6:55 P.M., to the next scheduled meeting set for Wednesday June 10, 1998.

Respectfully submitted,

Sherri Lewis  
Minutes Clerk

Approved By,

Dorrie Langley  
Chairwoman

**CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION**

June 10, 1998

A regular meeting of the Martinez Arts & Library Commission was called to order by Chairwoman Dorrie Langley at 6:05 P.M. on Wednesday, June 10, 1998, at 610 Main Street, Martinez, CA.

**ROLL CALL**

Present: Commissioners Amspoker, J. Hetzler, M. Hetzler, Hill, Ross, Chairwoman Langley  
Absent: Commissioners Cunningham, Hill  
Staff: Bob Cantrell, Assistant Director of Community Services  
Sherri Lewis Minutes Clerk

**APPROVAL OF MINUTES:** May 13, 1998

Commissioner Amspoker advised that under the section for Correspondence from the May 13, 1998, meeting, the Martinez Arts Association Newsletter Invitation to participate in the Annual Invitational Art Show had been scheduled for May 22 to June 19, 1998 at Home Savings of America.

On motion by Commissioner Amspoker, seconded by Commissioner Ross, the Commission unanimously approved the minutes of the May 13, 1998 meeting, as amended.

**NEW BUSINESS**

A. Robert Rezak, Concord Pavilion Associates

ROBERT REZAK, representing Concord Pavilion Associates, advised that he was also a member of the Arts and Culture Commission, which had recently entered their fourth year. He described the proposed concept for an event identified as the "Arts Millennia," a festival envisioned to celebrate the 20th and 21st centuries.

The event would be a celebration of the arts for the 20th and 21st centuries, and would be produced by the Concord Pavilion in association with the Arts and Culture Commission of Contra Costa County. It was hoped that a positive endorsement would be received from the Martinez Arts & Library Commission.

Mr. Rezak requested the assistance of the Arts & Library Commission by agreeing to be a vital partner in the event.

Mr. Rezak advised that the Commission could provide assistance in identifying and recruiting area talent, promoting and encouraging localized community program and activities through other organizations, and by providing a representative from the Arts & Library Commission to provide assistance for the planning and implementation of events.

Mr. Rezak explained that the Concord Pavilion had experience in events planning and was the largest venue in the County. It was anticipated that the event would be held in the summer of 1999, with a culmination of activities anticipated for the summer of 2000, envisioned to be held on the 4th of July. He welcomed the City of Martinez to join in the festivities and work with the event planners on a local level.

Mr. Rezak further noted that the festival event had the sponsorship of the Contra Costa Newspapers Organization. The organizers of the event would be working with the individual Chambers of Commerce in the various cities of the County, to further solicit participation in the project.

The event would provide an excellent opportunity for local corporations to advertise and express support, which could in turn gather interest and awareness for the project.

Mr. Rezak clarified that the proposed event would not be a fundraiser for the Concord Pavilion, rather would be a celebration of the arts and cultural diversity of the cities within the County. He noted that the various commissions they had spoken to in the individual communities had been encouraged to select a liaison to participate in the planning and implementation of the event. A luncheon had been scheduled for July 14 at the Concord Pavilion stage, where the status of the project would be addressed and where comments and ideas would be discussed.

Additional information would be provided when available. It was anticipated that the status of the proposed event would be known sometime in the fall.

Commissioner John Hetzler agreed that the event would be a great opportunity to showcase the arts of the local community and bring awareness to cultural activities.

Commissioners John and Marcia Hetzler expressed the willingness to serve as representatives of the Martinez Arts & Library Commission, in the capacity of liaisons, to provide assistance in the planning and implementation of the event.

Commissioner Amspoker suggested that the matter be forwarded to the City Council for consideration as well.

Chairwoman Langley also expressed her willingness to serve as a liaison for the event.



On motion by Chairwoman Langley, seconded by J. Hetzler, the Commission unanimously agreed to endorse the concept of "Arts Millennia" a festival of the arts to celebrate the 20th and 21st centuries, with Commissioners John and Marcia Hetzler and Chairwoman Langley serving as representatives of the Commission and liaisons to provide assistance in the planning and implementation of the "Arts Millennia" event.

**B. 1998 Goals and Objectives discussion**

Chairwoman Langley recommended that the "Arts Millennia" event could be considered a goal for the Arts & Library Commission for 1998.

**C. Art Gallery Relocation**

Assistant Director of Community Services Cantrell advised that during the May 13 meeting, the Commission had discussed the possibility of utilizing the former Amtrak building for the City's art gallery. He noted that he had attempted to obtain a copy of the floor plan from City Hall, although he had found that the City did not have copies of those plans. The status of the Amtrak building was currently unknown.

Mr. Cantrell recommended that the Commission proceed with the suggestion to submit correspondence to the various organizations interested in the use of the building, indicating the interest of the Commission to utilize the building, potentially in partnership with other organizations.

Chairwoman Langley stated that she would work with staff to draft correspondence to be sent to the various organizations, as discussed. She commented on her understanding that the City had extended the lease for the Hilson's Building. If that were the case, she recommended that those artists who had submitted work for display for the 1998 season, but could not be accommodated due the expiration of the lease for the building, be contacted. The City could also place an advertisement that the Arts & Library Commission would be accepting more applications of art work which could be displayed for the remainder of the calendar year.

Mr. Cantrell acknowledged that the City Council had approved an extension of the lease for the Hilson's Building through the end of the calendar year.

Commissioner Amspoker suggested that the Leisure Services Department could provide a display of the children's art work in the art gallery for the last month of occupancy.

**D. Discussion of scheduled meeting dates and time**

Chairwoman Langley stated that the Commission had previously discussed the possibility of changing the meeting date and time in order to allow Commissioners who worked out of the area to attend the meetings.

Due to past problems with being able to achieve a quorum of members, a later meeting time was recommended.

On the discussion, by consensus the Commission decided that the meeting date remain as the second Wednesday of each month, with the meeting time changed to 7:00 P.M.

**E. Public Art brochure costs**

Chairwoman Langley noted that the cost estimates for the public art brochure had been included in the Commission packets. Based on the information provided, she suggested that PDQ Printing had offered the most cost effective estimate. The brochure would be sponsored by the Arts & Library Commission, with the solicitation of funds from the Arts Association, Historic Society, Shell Oil Company and Tosco. If the organizations were willing to provide donations, they would be identified as sponsors on the brochure.

Chairwoman Langley also acknowledged Jim Carroll who had begun the concept of photographing the City's murals and statues, for a public art brochure. He would be credited in the brochure as well.

**CORRESPONDENCE**

The Commission acknowledged and received the following correspondence:

1. Business volunteers for the arts flier
2. Saint Mary's College Heart Art Gallery Exhibition schedule

**PUBLIC COMMENT**

There was no public comment.

**COMMISSION COMMENTS**

Information on SB 1373, a proposal for a ten dollar per capita fee for the California Arts Budget was also acknowledged in the Commission packets. The bill had received House and Senate approval and was awaiting the Governor's approval. Support for SB 1373 was encouraged.

Commissioner John Hetzler commented on a newsletter he had received from the National Foundation for the Advancement of the Arts (NFAA), which could be copied and forwarded to the Career Counselor at Alhambra High School and brought to the attention of interested students.

Commissioner Amspoker commented on the fact that many students interested in the performing arts had no place to accommodate their needs.

Commissioner Marcia Hetzler recommended that a discussion on the matter could be agendaized for the next meeting.

Chairwoman Langley advised that the Arts Association Annual Invitational Art Show at Home Savings Bank had been scheduled through June 19. The exhibit had been a success and a \$1,000 scholarship had been presented to an Alhambra High School student.

The Annual Art in the Park event was also progressing and had been scheduled for September 20, 1998 at Susanna Park, from 10:00 A.M. to 5:00 P.M.

**ADJOURNMENT**

On motion by Commissioner J. Hetzler, second by Commissioner Ross, the meeting adjourned at 7:00 P.M. to the next scheduled meeting set for Wednesday July 8, 1998.

Respectfully Submitted,

Approved by,

Sherri Lewis  
Minutes Clerk

Dorrie Langley  
Chairwoman



Commissioner M. Hetzler expressed surprise with the small response for such classes which did quite well in other communities. She expressed her support for a way to make the space within the Hilson's Building more attractive in order for the City to see the importance of retaining the building. She reiterated her willingness to contact those she and her husband knew in the performing arts and regional theater field to garner support and possibly offer performances with local advertising of Martinez Arts endeavors.

**B. 1998 Goals and Objective Discussion**  
**\* Arts Millennia - Festival of the Arts**

Commissioner M. Hetzler reported that she had attended a recent meeting at the Concord Pavilion regarding the Arts Millennia - Festival of the Arts event. Information provided had essentially been the same as that presented during the May Commission meeting. Participants were encouraged to provide a list of known local community activities and dates to Robert Rezak of the Concord Pavilion Associates as soon as possible.

Commissioner M. Hetzler noted that discussions had been held on building a profile for the community and preliminary discussions on the creation of an umbrella incorporated into a County-wide sense of the arts.

Commissioner M. Hetzler commented on her understanding that a Brown Bag Series of performances had been presented in the past in the downtown plaza area, where individuals could bring their lunches and view performances. She suggested that such activities be considered again and placed under the Arts Millennia umbrella. She pointed out that such an activity could garner a great deal of attention.

Ms. De Graef acknowledged that the Brown Bag Series had occurred in the past but had been discontinued due to a lack of funds.

Commissioner M. Hetzler emphasized that she had contacts in the performing arts field where possibly performances could be provided at a minimal expense. Performances could be held in the downtown plaza area or at the Hilson's Building in the event of inclement weather. She reiterated the importance of such an event to draw attention to the arts and obtain public visibility. She noted that she and her husband would be performing in the upcoming "Celebration for Life" event on Saturday, August 15.

Chairwoman Langley commented that the Farmers Market was held on each Thursday from 10:00 A.M. to 2:00 P.M. A Brown Bag Series would be a good opportunity if scheduled around that time as well.

**C. Art Gallery Relocation**

Chairwoman Langley reported that she had no new information on the possible relocation of the

**COMMISSION COMMENTS**

Chairwoman Langley reported that Plain Air Painters would be at the Marina on Saturday, August 15, to support the Carquinez Regional Environmental Education organization and to display and paint plain air landscaping. The group would be traveling around the different communities around the Carquinez Straits. Sample canvas' were currently on display in the Art Gallery.

Chairwoman Langley further reported that "Art in the Park" had been scheduled for September 20, 1998.

**ADJOURNMENT**

On motion by Commissioner J. Hetzler, second by Commissioner Amspoker, the meeting adjourned at 7:55 P.M., to the next scheduled meeting set for Wednesday September 9, 1998.

Respectfully Submitted,

Sherrí Lewis  
Minutes Clerk

Approved By,

Dorrie Langley  
Chairwoman

#### **Art Gallery.**

A letter had been drafted to be sent to the Arts Association and Historic Society from the Arts & Library Commission requesting that those groups coordinate their efforts to write a letter to the City Council with the recommendation that the groups utilize the former Amtrak railroad station for a museum/gallery. Dimensions from the space were still needed and had yet to be determined.

Chairwoman Langley noted that she had spoken with past Historic Society President Richard Patchin in relation to the proposal. The current Historic Society President John Sparacino was the person to contact. She also understood that the Leisure Services Department had expressed interest in the building as well in the event the Hilson's Building was no longer able to be utilized.

Referencing the former City Council offices located in a small residence adjacent to City Hall, Ms. De Graef noted that if they were to be utilized for offices for the Leisure Services Department, as had been discussed as an option in the past, the interior would need to be reconfigured. The structure was not large enough to accommodate an art gallery.

#### **D. Public Art Brochure Costs**

Chairwoman Langley advised that she had received a number of estimates on the cost of the public art brochure. *PDQ Printing had been determined to be the most cost effective.* Staff was still in the process of preparing the brochure for "Art in Public Places." A draft letter would be submitted to associated groups requesting assistance in paying for the printing costs.

#### **CORRESPONDENCE**

The Commission acknowledged and received the following correspondence:

- A. Brochure - Port of San Diego Public Art Program
- B. Thank you letter from Mrs. Machado 2nd Grade Field Trip on June 9, 1998.
- C. Arts and Culture Commission Agenda for June 10, 1998.
- D. Martinez Arts Associates Newsletter Summer 1998
- E. Artist Application - First Night Martinez
- F. Arts and Culture Commission Agenda for July 9, 1998.
- G. 1998 Arts Recognition Awards: A Celebration Sponsored by the Arts and Culture Commission of Contra Costa County.

#### **PUBLIC COMMENT**

There was no public comment.

**CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION**

September 9, 1998

A regular meeting of the Martinez Arts & Library Commission was called to order by Chairwoman Dorrie Langley at 7:03 P.M. on Wednesday, September 9, 1998, at 610 Main Street, Martinez, CA.

**ROLL CALL**

**Present:** Commissioners J. Hetzler, M. Hetzler, Ross, Chairwoman Langley

**Excused:** Commissioner Amspoker

**Absent:** Commissioners Cunningham, Hill

**Staff:** Joann De Graef, Child Care Administrator  
Sherri Lewis, Minutes Clerk

**APPROVAL OF MINUTES**      August 12, 1998

On motion by Commissioner J. Hetzler, seconded by Commissioner M. Hetzler, the Commission present approved the minutes of the August 12, 1998 meeting, as submitted.

**OLD BUSINESS**

**A.      Facilities to Meet the Needs of Student of Arts**

Chairwoman Langley reported that nothing had changed since the last meeting in relation to available facilities to meet the needs of students of the arts. However, she advised that there was a building located at Golden Hills Park which could accommodate art classes and which could be considered for that use. The building would not be large enough to accommodate other activities.

**B.      1998 Goals and Objective Discussion  
\* Arts Millennia - Festival of the Arts**

Chairwoman Langley advised that scheduled dates for City events and activities were to be noted to the Arts Millennia representatives when known so as to be included in the project. She understood that no specific dates for City events had been determined as yet. She would work with staff on establishing a date for the 1999 Art in the Park event.



Referencing the previous discussions for the need to increase interest in activities and events within the community, Commissioner M. Hetzler expressed the willingness to contact the Alhambra High School Principal to determine whether high school theater productions could be placed under a community umbrella. Such a possibility could increase community visibility and encourage interest.

**C. Art Gallery Relocation**

Chairwoman Langley reported that staff was still attempting to obtain the dimensions of the former Amtrak railroad station to determine whether a City museum/art gallery could be a potential use of the building.

Commissioner J. Hetzler suggested that such records of the building could be obtained from the Country Assessor's Office.

**D. Public Art Brochure Costs**

Chairwoman Langley reported that staff was still working on the layout and the photographs for the public art brochure.

**NEW BUSINESS**

**A. Music on Main Street**

Commissioner M. Hetzler stated that she had contacted individuals in the performing arts field who were interested and would be available for a possible Brown Bag Series, as discussed at the prior meeting. She suggested that incorporation of the activity with the Farmer's Market would be a great benefit and would garner interest.

Understanding that the Farmers Market would continue through the end of October, Commissioner M. Hetzler suggested the consideration of a Brown Bag Series for spring 1999. She also recommended that the series be considered at least once a week or as often as possible to be presented during the lunch hour.

Child Care Administrator Joann De Graef expressed the willingness to obtain a list of past performers and possibly contact the past coordinator for the performances.

**CORRESPONDENCE**

The Commission acknowledged and received the following correspondence:

**A. Arts and Culture Commission Agenda for August 12, 1998.**

D. The Cultural Exchange August 1998.

**PUBLIC COMMENT**

There was no public comment.

**COMMISSION COMMENTS**

Commissioner J. and M. Hetzler advised that they would not be present for the October 14 meeting.

Chairwoman Langley stated that the County-wide Arts Awards ceremony had been scheduled for October 18 at St. Mary's College. She encouraged all Commissioners to attend and noted that invitations should be forthcoming.

Chairwoman Langley further advised that Art in the Park had been scheduled for September 20 and would include at least seventy artists, fourteen of which were from the City of Martinez.

**ADJOURNMENT**

On motion by Commissioner J. Hetzler, second by Commissioner Ross, the meeting adjourned at 7:30 P.M., to the next scheduled meeting set for Wednesday, October 14, 1998.

Respectfully Submitted,

Sherri Lewis  
Minutes Clerk

Approved By,

Dorrie Langley  
Chairwoman

CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION

November 18, 1998

A regular meeting of the Martinez Arts & Library Commission was called to order by Chairwoman Dorrie Langley at 7:00 P.M. on Wednesday, November 18, 1998, at 610 Main Street, Martinez, CA.

ROLL CALL

Present: Commissioners Amspoker, Ross, Berthiaume, Chairwoman Langley  
Absent: Cunningham, J. Hetzler, M. Hetzler, Hill  
Staff: Joann De Graef, Child Care Administrator

A. Welcome to New Arts & Library Commissioner Bryan Berthiaume

Chairwoman Dorrie Langley and members of the Commission welcomed Mr. Berthiaume to the Arts & Library Commission.

APPROVAL OF MINUTES September 9, 1998

On motion by Commissioner Ross, seconded by Commissioner Amspoker, the Commission present approved the minutes of the September 9, 1998 meeting, as submitted.

NEW BUSINESS

A. Facilities to Meet the Needs of Student of Arts

Chairwoman Langley advised that there was no new information regarding the status of the Hilson's Building with the exception that the Leisure Services Department would remain in the building after the October 1998 expiration date, on a month to month rental basis, until February 1999. She suggested that the item be continued on the agenda to allow for continued discussion.

B. 1998 Goals and Objectives Discussion  
\* Arts Millennia - A Festival of the Arts

For informational purposes, a list of the committees and lead individuals for the Arts Millennia was provided to the Commission.

C. Art Gallery Relocation - Information

Chairwoman Langley reported that there was no new information on the possible relocation of the Art Gallery. At the present time the status of the Art Gallery was unknown.

Commissioner Amspoker inquired whether there was any information from City Hall with respect to the potential use of the former Amtrak Railroad Station.

Chairwoman Langley advised that she had drafted correspondence on behalf of the Arts & Library Commission to be sent to the various groups requesting that they utilize the former Amtrak Railroad Station as a museum/gallery. A letter was also to be sent to the City Council on behalf of all of the interested groups. She noted that the process had stopped when the Commission had requested the dimensions of the railroad station. She understood that the matter was currently at a stand still.

Commissioner Amspoker noted that she had spoken with a representative from the Historic Society and she understood they had the dimensions of the building. That individual had indicated to her that the use of the building by the Historic Society was likely. She expressed the willingness to follow up with that individual with additional information to be provided when available.

Chairwoman Langley recommended prior to the next meeting that discussions with the Historic Society be made to determine the status of the situation with the former Amtrak building. She also emphasized the importance of increasing volunteers in order to allow the Art Gallery to be open to the public during longer periods of time.

#### D. Public Art Brochure Costs

Chairwoman Langley advised that she had received a number of estimates on the cost of the public art brochure. PDQ Printing had been determined to be the most cost effective. Staff was still in the process of preparing the brochure for "Art in Public Places." A draft letter had been proposed to be submitted to associated groups requesting assistance in paying for the printing costs. She noted that the letter had not been drafted as yet, due to the fact that the staff person she had been working with on the matter was no longer with the City.

### NEW BUSINESS

#### A. Music on Main Street.

Chairwoman Langley advised that information on past Music on Main Street events had been provided in the Commission packets for informational purposes.

### CORRESPONDENCE

The Commission acknowledged and received the following correspondence:

- A. Arts and Cultural Commission Agenda for October 14, 1998.
- B. The Cultural Exchange September/October 1998.
- C. Martinez Arts Association Newsletter November 1998.
- D. Artbeat September/October 1998.

PUBLIC COMMENT

There was no public comment.

COMMISSION COMMENTS

Joann De Graef, Child Care Administrator, inquired whether the Commission desired to meet during the month of December.

Chairwoman Langley acknowledged in the past that the Commission had held a December meeting during which time the Commission had reviewed slide presentations of those artists requesting to display their work in the Art Gallery. The meeting had typically involved a pot luck meal as well. She understood that a slide presentation was not yet available, so she recommended that the December meeting be canceled with a meeting to be scheduled in January.

Commissioner Ross expressed concern with the Commission not meeting during the month of December, particularly in light of the unknown status of the former Amtrak station. She suggested that the Commission meet to at least discuss the status of the Art Gallery relocation.

By consensus, the Commission decided to hold the next meeting on December 9, with a potluck meal and a discussion on the Art Gallery relocation and the status of the former Amtrak Railroad Building.

Chairwoman Langley invited everyone to attend the Arts Association Luncheon scheduled for December 7. She noted that she had attended the Arts and Culture Commission Awards and had enjoyed the evening.

ADJOURNMENT

On motion by Commissioner Ross, second by Commissioner Amspoker, the meeting adjourned at 7:30 P.M., to the next scheduled meeting set for Wednesday December 9, 1998.

Respectfully Submitted,

Approved By,

Sherri Lewis  
Minutes Clerk

Dorrie Langley  
Chairwoman

CITY OF MARTINEZ  
MARTINEZ ARTS & LIBRARY COMMISSION

December 9, 1998

A regular meeting of the Martinez Arts & Library Commission was called to order by Chairwoman Dorrie Langley at 7:12 P.M. on Wednesday, December 9, 1998, at 610 Main Street, Martinez, CA.

**ROLL CALL**

Present: Commissioners Amspoker, J. Hetzler, M. Hetzler, Ross, Chairwoman Langley  
(Commissioner Ross arrived after roll call)  
Absent: Commissioners Berthiaume, Hill  
Staff: Joann De Graef, Child Care Administrator  
Sherri Lewis, Minutes Clerk

**APPROVAL OF MINUTES**      November 18, 1998

Chairwoman Langley noted that Carolyn Hill was no longer on the Arts & Library Commission and her name should be removed from the agenda. In addition, she requested that staff review the status of Suzanne Cunningham who had not been officially sworn into office and had not attended a meeting for some time.

It was recommended that members of the Arts & Library Commission be clarified by staff.

Speaking to the November 18, 1998 Arts & Library Commission meeting minutes, Chairwoman Langley requested the following amendment to the third paragraph of page three as follows:

*By consensus, the Commission decided to hold the next meeting on December 9, not with a potluck meal, rather a discussion on the Art Gallery relocation and the status of the former Amtrak Railroad Building.*

On motion by Commissioner Amspoker, seconded by Commissioner J. Hetzler, the Commission present approved the minutes of the November 18, 1998 meeting, as amended.

**OLD BUSINESS**

A. Facilities to meet the needs of students of the Arts.

Chairwoman Langley stated that the item had been included in the Commission agenda to allow

for additional discussion.

Commissioner Amspoker advised that she had spoken to a member of the Historical Society who had informed her that the City had not made any commitments as to the use of the former Amtrak Railroad Station, although the Historical Society had expressed their interest. She had been informed that the building would not be allowed to be broken into different components for different uses and that there were concerns with the cost of the maintenance for the building.

Commissioner J. Hetzler pointed out that if the Art Gallery were allowed to utilize a portion of the building, the potential funds from the sale of artwork displayed in the gallery could conceivably pay for the costs of operating the building.

Chairwoman Langley advised that the Leisure Services Department staff would not be able to staff the Art Gallery. She emphasized the need for additional volunteers for that effort in order to establish regular hours. She noted that she had drafted correspondence to the City Council, as discussed during previous meetings, although at the time staff had requested the dimensions of the former Amtrak Railroad building that process had stopped.

Commissioner Amspoker understood that the dimensions of the train station were known by members of the Historical Society. She expressed the willingness to obtain more information from the Historical Society understanding that Southern Pacific had certain criteria that had to be met to allow the space to be utilized.

Commissioner Ross suggested that a display space for the Art Gallery and the Historical Society in the former Amtrak Railroad building would be compatible.

In response to the Chair, Child Care Administrator Joann De Graef advised that the Leisure Services Department had not expressed any interest in utilizing the former Amtrak station. She noted that the status of the future location of the department was still unknown.

Commissioner Ross recommended that the correspondence which had been drafted be sent to the City Council and the Historical Society to allow the matter to proceed.

Commissioner Amspoker suggested that Historical Society member John Sparacino be invited to attend the next meeting to address the matter further and to define the intent of that organization in order to possibly consider a joint cooperative effort for the use of the building.

Ms. De Graef advised that staff could draft a letter for the Chair's signature, as indicated.

#### B. 1998 Goals and Objectives discussion.

The 1998 goals and objectives had been included in the Commission packets for informational purposes.

#### C. Art Gallery Relocation - Information

As earlier discussed under Old Business, Item A.

**D. Public Art Brochure Costs**

Ms. De Graef advised that the Leisure Services Department now had a staff person who would be able to commence with the work on the public art brochure costs and project. She suggested that the Chair contact that individual.

**E. Gallery Open for First Night.**

Chairwoman Langley reported that the Art Gallery would be open to allow the use of the "Martinez First Night" celebration. She noted that Leisure Services Department staff would not staff the gallery at that time. However, there had been discussions on what artwork to display during that time. Although it had been suggested at one time that children's art work be displayed, it had now been recommended that the art work displayed be more upscale.

Chairwoman Langley explained that she had invited local artist Linda Sparacino to display her work during that time period. She understood that Ms. Sparacino's work would be displayed soon and she would inquire whether she would be interested in being present during the time period for the "Martinez First Night" celebration.

**F. Music on Main Street.**

Information on past music on Main Street performances were provided in the Commission packets for informational purposes.

Referencing the correspondence from Canyon Oak Fine Art Gallery, as indicated on the agenda, Chairwoman Langley suggested that artist Bob Burror display his color photography in the Art Gallery for the month of January. She expressed the willingness to extend a verbal invitation to Mr. Burror to that effect. Further, she advised that she had seen his work and had found it to be quite beautiful.

Commissioner J. Hetzler commented that he had recently patronized a Barnes and Noble Bookstore and had viewed an artbook for sale which had consisted of photographs of Contra Costa County, including photos of the City of Martinez.

Commissioner J. Hetzler stated that he would inquire who the artists in that book were to determine whether they would be interested in exhibiting their original photos in the Art Gallery and include the possible sale of the artbook. Additional information could be provided to the Commission when known.

**NEW BUSINESS** - None



**CORRESPONDENCE**

The Commission acknowledged and received the following correspondence:

- A. Artbeat November/December 1998.
- B. Canyon Oak Fine Art Gallery

Chairwoman Langley recommended that the Martinez Arts Association and the Friends of the Martinez Library send information on those groups to the address listed on Page 3 of the November/December 1998 Artbeat flyer to ensure that those groups were listed in the Arts Millennia Book being prepared.

**PUBLIC COMMENT**

There was no public comment.

**ADJOURNMENT**

On motion by Commissioner M. Hetzler, second by Commissioner Amspoker, the meeting adjourned at 7:47 P.M., to the next scheduled meeting set for Wednesday, January 13, 1999.

Respectfully Submitted,

Approved By,

Sherri Lewis  
Minutes Clerk

Dorrie Langley  
Chairwoman



# City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394



For further information, contact:  
Richard Pearson, Transportation  
Projects Manager, at 372-3525

For Immediate Release  
April 14, 1997

## CITY RECEIVES ADDITIONAL FUNDS FOR NEW RAILROAD STATION AND INTERMODAL PROJECT

The City of Martinez has received an additional \$2.3 million fund grant for the new Amtrak railroad station and Intermodal Project. The California Transportation Commission approved the grant of State Transit Capital Improvement funds on April 2, 1997. The new grant brings the total of committed funding to \$13 million. The City has pending applications for an additional \$4.4 million.

The new railroad station and other facilities (175 space parking lot, bus transfer facility, flood control and creek enhancement, bicycle and pedestrian facilities) will be located west of Ferry Street, north of Marina Vista and primarily east of Alhambra Creek. The existing railroad station will be preserved. Current plans are to refurbish it for use as an historical museum.

The Martinez Intermodal facility is funded entirely from transportation grant funds. No City general fund money is being used for the Project. Construction is scheduled to begin in the summer of 1997.

Martinez has one of the busiest rail passenger stations in California and the nation. The site has been a transportation hub since 1877, and service continues to expand, but station facilities have not kept pace with recent growth in service provided by State-sponsored intercity trains: the Capitols and the San Joaquins.

The project has many benefits:

- Passenger trains will stop at the new station, and most will not block Ferry Street.
- The new station and parking lot will be built above the flood level.
- The old railroad bridge will be improved to allow additional flood water capacity.
- The new Amtrak station will encourage travelers to come to Martinez to use the trains.
- Pedestrian and other linkages will be provided to downtown shopping and offices.
- Alhambra Creek will be restored between Marina Vista and the railroad tracks.
- The project will replace an abandoned railroad storage yard.
- The existing Amtrak station will be retained as a historical museum.

6.7.16

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Branch / Powers copied

## **Funding**

Funding for the project comes entirely from transportation grant funds. To date, the City has \$13 million committed as shown below, with pending applications for an additional \$4.4 million. There is no funding currently for the future phase north of the tracks, but the City has asked for \$18 million for this phase from both state and federal sources.

- \$ 4.7 million Contra Costa Transportation Authority (CCTA) - Measure C
- 2.0 million Bay Area Rapid Transit District (BART)
- 2.5 million Federal Intermodal Surface Transportation Efficiency Act (ISTEA)
- 3.3 million State Transit Capital Improvement (TCI)
- 0.3 million Bay Area Air Quality Management District (BAAQMD)
- 0.2 million Federal Highway-Railroad Grade Crossing Safety Improvement

## **Schedule**

The City plans to finish acquiring the site from the Union Pacific Railroad in 1997. Design should be complete in the spring of 1997, and construction should start in the summer of 1997. Construction of the new station building is scheduled to begin in the spring of 1998.

## **Train Service**

The Martinez station is served by Amtrak trains, and by State of California trains operated by Amtrak. Currently there is a total of 19 passenger trains per day.

The State sponsors eight Capitol Corridor trains per day, between Sacramento and San Jose, and eight San Joaquin trains per day, between Oakland and Bakersfield. Amtrak operates two Coast Starlight trains per day, between Los Angeles and Seattle, and one California Zephyr train per day, between Oakland and Chicago.

Future plans call for up to 52 trains per day by the year 2010, as service is expanded on the Capitol Corridor.

Beginning in 1997, the Capitol Corridor service will be governed by a Joint Powers Board made up of representatives from transportation agencies from Santa Clara to Placer County. The Board will be staffed by BART.

Bus service is provided by BART Express, County Connection, Amtrak, Amtrak California, WestCat, Tri-Delta Transit, and the Caltrans Benicia Bridge bicycle shuttle.

For further information, please call Richard Pearson, Transportation Projects Manager, at 372-3525.



## City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

6-7-16 City Council  
Copied

For Immediate Release -- May 7, 1997

### **CITY AND BART SIGN FUND AGREEMENT FOR NEW AMTRAK STATION AND INTERMODAL PROJECT**

Mayor Michael Menesini today announced on behalf of the Martinez City Council, that the City and BART have signed a \$2 million fund agreement for the new Amtrak railroad station and Intermodal Project. Menesini cited the agreement as another step forward for the project, which is scheduled to begin construction this summer. The Mayor thanked Nello Bianco, former BART director, who was instrumental in obtaining BART approval of the funding grant in 1991, when the project was in its infancy. "At that time, we were just beginning to refine the project concept, and it took a person with vision to understand the importance of this project. Nello has made enormous contributions to the success of this project."

The Mayor also thanked current Contra Costa BART directors Joel Keller and Dan Richard, who supported BART Board approval of the project in 1996, when the BART staff was authorized to prepare the agreement. Later in 1996, the agreement became even more significant when BART became staff to the new Joint Powers Board which will run the Capitol Corridor train service. "Because of their support, BART will have a real presence in Martinez now.", said Menesini.

The project also has major funding from the Contra Costa Transportation Authority, which approved a total of \$4.7 million in funding in 1991 and 1995. These funds come from Measure C, passed by the voters in 1988 to fund transportation improvements with a local 1/2 cent sales tax. The Authority has supported the project by authorizing funds for design, site acquisition, and project management. In addition to the Authority and BART funding, the project has \$6.3 million in funding from various state, federal and regional sources. The City has pending applications for an additional \$4.4 million, which would complete funding for the first two phases of the project.

The new Amtrak station and other facilities (175 space parking lot, bus bays, bicycle and pedestrian facilities, flood control and creek enhancement) will be located west of Ferry Street, north of Marina Vista and primarily east of Alhambra Creek. The existing railroad station will be preserved. Current plans are to refurbish it for use as an historical museum.

On May 7, 1997, the City Council is expected to approve an agreement to purchase the project site from the Southern Pacific railroad (now owned by Union Pacific). Escrow will be scheduled to close in June, and site work will start in the summer of 1997. Construction of the new station building is scheduled to begin in the spring of 1998.

2002

# City says it wants to help museum to improve

By Chris Dufek  
STAFF WRITER

10/12/2002

The city of Martinez wants to work with Martinez Historical Society officials and resolve concerns about the museum's proposed move to a new location. In the letter, the Historical Society says that "it appears that little regard is truly being given by either the County or the City to maintaining the historic character and small town quaintness of the downtown area."

Martinez Police Chief Dave Cutia, who is also the city's public information officer, said this is not the case. "The city is trying to work with them. History is a viable city asset. Properly handled, the museum could be an ever better resource than it is now."

The move was requested by the county in order to make room for a proposed civic center that would

At present, there are no concrete plans to break ground on the structure or on where the museum might be relocated. Cutia said that where the museum is concerned, the city is "looking at it seriously."

Councilman Rob Schroder said he intends to work with the Historical Society but that the issue is how much control the city actually has. The Contra Costa County Community College District owns the land the Martinez Museum sits on. The building itself is owned by the city, but the city only retains ownership due for tax purposes and other

technicalities. Schroder advocates retaining the county's presence in the city but said that he empathizes with the Historical Society's unique position. "It's kind of the last stand of history in its original location," Schroder said. "I understand their perspective."

The block the Martinez Museum sits on was once a neighborhood of similar Victorian homes. Those homes were purchased by the county and were replaced by the present county buildings when the homes fell into disrepair.

"If it doesn't work [remaining in

the present location], I'm really excited about moving the museum to what I believe is the preferred location: down by the old train station," Schroder said. According to Schroder, the advantages to the move would be that the train station building could be improved and "it wouldn't cost the Historical Society a dime." "I can really envision a little history park down there," Schroder said.

Schroder said he does intend to work with the Historical Society to try to build the government center around the existing site.

The old train station has been

proposed as a potential site for the museum. Once the intermodal is up and running the train station could possibly be renovated to make room for the museum. Martinez Historical Society Board of Directors President Richard Paichin said that he hadn't seen any scale drawings of the train station and wasn't able to "get down to specific measurements." Paichin said that the train station might be valuable for "displaying some of the Historical Society's larger artifacts and conducting workshops."

Supervisor Gayle Ulkema said

See History, Page 12

## Museum

Martinez agreed that it would negotiate with two groups: the veterans and the Historical Society. The county government is committed to following the cities lead. I believe local people are elected to solve local problems.

Currently, the city receives the communication from the Historical Society and forwards copies to the county. "It's best to have the Mar-

tinex City Council and the Historical Society work this out and be a unified front when they present their plans to the county," Ulkema said. "This is a good and positive working relationship and I want to keep it that way. The County and the City of Martinez have been working very well together and I can't see that anything has changed."

that county intends to let the Martinez City Council and the Historical Society hammer out the details and let those groups lead. Right from the beginning the City of

from page 11

3,01-00

**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
March 20, 2002**

**TO:** Mayor and City Council  
**FROM:** Richard Pearson, Community Development Director  
**PREPARED BY:** Joann Tool, Special Projects Manager  
**SUBJECT:** California Point of Historical Interest Designation for the Old Train Depot

**RECOMMENDATION:**

Approve the resolution to make application to the State Office of Historic Preservation to obtain the designation of California Point of Historical Interest for the Old Train Depot.

**BACKGROUND:**

In discussions with the State Office of Historic Preservation, it was found that the Old Train Depot does not qualify for status as a State or National Historic Landmark due to the building integrity. Because of the fire that destroyed the second story of the building in 1942, renovation was necessary and made the building ineligible as a Historic Landmark. However, the Old Train Depot can be designated as a California Point of Historical Interest.

The designation of the Old Train Depot as a California Point of Historical Interest has been tentatively scheduled for consideration by the State Historical Resources Commission on May 2, 2002. Prior to this meeting, the City of Martinez will be required to submit an application for the designation of California Point of Historical Interest that includes written support of the designation from the City Council and other research documents. If the State Historical Resources Commission approves the designation, the depot will be listed as the "Site of the Martinez Train Depot".

3.01.00  
5.20.00

RESOLUTION NO. 022-02

AUTHORIZING THE APPLICATION TO THE STATE OFFICE OF HISTORIC PRESERVATION FOR DESIGNATION OF THE OLD TRAIN DEPOT AS A CALIFORNIA POINT OF HISTORICAL INTEREST

WHEREAS, the City of Martinez is interested in preserving the rich heritage of the town; and

WHEREAS, the Old Train Depot played a vital part in the history of Martinez; and

WHEREAS, the listing of the Old Train Depot in the California register as a California Point of Historical Interest would alert visitors to Martinez to the importance of the Old Train Depot.

NOW, THEREFORE, BE IT RESOLVED, that the City Council, by adoption of this resolution, authorizes the application to the State Office of Historic Preservation for the designation of the Old Train Depot as a California Point of Historical Interest.

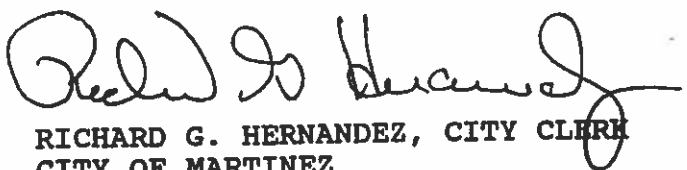
\* \* \* \* \*

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at an Adjourned Regular Meeting of said Council held on the 20th day of March, 2002 by the following vote:

AYES: Councilmembers Ross, Schroder, Vice Mayor Lewis and Mayor Menesini

NOES: None

ABSENT: Councilmember Woodburn

  
RICHARD G. HERNANDEZ, CITY CLERK  
CITY OF MARTINEZ

**CALL TO ORDER - PLEDGE OF ALLEGIANCE - ROLL CALL**

Mayor Menesini called the meeting to order at 7:10 P.M. with all Councilmembers present with the exception of Councilmember Woodburn who was excused.

**INTRODUCTION**

Mayor Menesini introduced City staff present in the audience to assist in inquiries during the Neighborhood Meeting discussion.

**PRESENTATION**

Presentation on City's Earth Day Celebration.

DEPUTY COMMUNITY & ECONOMIC DEVELOPMENT DIRECTOR DINA TASINI reported that the City's Earth Day Celebration had been scheduled for April 20, 2002, from 10:00 A.M. to 2:00 P.M., at Waterfront Park. The celebration would include an introduction of the John Muir musical, "Mountain Days," and would provide a platform for the Farmers Market. Additionally, activities would be provided for children including seed planting, arts and crafts, a petting zoo and a clown. The Mountain Days performers would also perform a short number. Flyers for the event were presented to the audience and were also available at City Hall.

**NEIGHBORHOOD ISSUES AND CONCERNS**

3400 Questionnaires Mailed; Total Questionnaires Returned (TQR): 42

Mayor Menesini explained that the intent of the Morello/Holiday Hills Neighborhood Meeting had been for an informal discussion to allow residents to raise any concerns they may have with their community. He noted that a total of 3,400 questionnaires had been mailed to the subject neighborhood, with 42 total questionnaires having been returned to the City, with the concerns identified on the meeting agenda, categorized by each City department.

Mayor Menesini also noted that some of the concerns that had been raised in the surveys had been responded to by staff, as reflected in the staff report dated March 20, 2002. He opened the floor to public comment on any of the issues either raised by the survey responses or issues yet to be identified.

- Resident expressed concern with the noise impacts from the Muir Station Shopping Center, including leaf blowers in the early morning hours. Questioned whether or not the City had a Noise Ordinance.



Councilmember Schroder affirmed that the City did have a Noise Ordinance which contained restrictions on allowable noise decibel levels during certain periods of the day, week, and weekends and which identified specific noise restrictions.

SENIOR BUILDING INSPECTOR DON SALTS acknowledged that the Muir Station Shopping Center had been contacted by staff and advised of the restrictions contained in the City's Noise Ordinance. The property management company had expressed the willingness to comply with that ordinance. In addition, in response to concerns with noise from Gregg Drilling along Howe Road, he explained that the previous City Manager had hired a consultant to conduct a sound study for the area to determine whether or not the noise impacts from that business were at an acceptable level. The study that had been prepared at that time had determined that the sound impact levels were at an acceptable level.

- Residents expressed concern with the noise impacts from the Albertsons Store on Morello/Arnold Drive as a result of recent construction at the store being conducted all day and all night long. In addition, nearby residents expressed concern with the delivery truck traffic into the site at all hours.

Mr. Salts expressed the willingness to meet individually with the residents and to contact Albertsons Store to determine whether or not the impacts could be resolved.

- Concerns expressed with the vacant lot adjacent to the former House2Home business which had been routinely used as a used car lot.

POLICE CHIEF DAVE CUTAIA reported that he had list of "to dos" for the Department's abatement officers and advised that they would address the issues with the vacant lot.

- A number of concerns were expressed with odors from the Sanitation District which oftentimes impacted the subject neighborhoods.

Councilmember Schroder understood that the Sanitation District did have a process to address odor control, although with the wind in the right direction impacts may occur to the surrounding neighborhoods.

Mayor Menesini stated that he had spoken with the Sanitation District regarding the odor complaints and he understood that they had equipment for odor suppression. He also understood that the district would be more than willing to provide tours of the plant and had recently installed a laboratory for the testing of their processes.

Councilmember Ross advised that he represented the City as a member of the Bay Area Air Quality Management District (BAAQMD) which also dealt with concerns with odors in the Bay Area. He welcomed any calls from residents who may have concerns with air quality.

- Resident questioned whether or not there was a City Ordinance which prohibited the sale of spray paint to minors or required that such products be locked up. Concerns were expressed with graffiti in the area, particularly the water tanks in the open space areas and the signage along new development along Milano Way. Residents expressed concern that Wal-Mart sold such items which were not kept locked away from the public.

Mayor Menesini affirmed that the City did have a Graffiti Ordinance that had been adopted some time ago and which limited the sale of certain items identified by use for graffiti purposes.

Police Chief Cutaia clarified that State law precluded the sale of aerosol paints to minors, although he clarified that such products were not required by law to be locked up. He advised that graffiti on public property was removed by the City's Public Services Department. Graffiti on private property was handled by the Department who would send a notice to the property owner who would be advised that he/she had "x" number of days to remove the graffiti. If the graffiti was not removed during the identified time frame, it would ultimately be removed by the City with the private property owner billed for the cost of removal. He identified the dispatch number to contact regarding such concerns, and advised of his e-mail address and direct telephone number. He cautioned that while the Department would investigate any and all concerns, the Department staff was limited and would respond as quickly as possible based on its priorities to serve the public.

Mayor Menesini encouraged residents to contact the Police Department with any concerns regarding graffiti so that the Department could investigate since oftentimes it could be related to gang activities where the Department should be aware of those issues.

- Resident expressed concern with the possible safety and traffic hazards as a result of the configuration of the intersection at Morello Avenue/Arnold Drive and the inadequacy of the existing left turning lane to access the drive into the shopping center. Suggestion was made to extend the left turning lane since the road was wide enough to accommodate such modification.

Mayor Menesini requested that the recommendation be forwarded to the Traffic Safety Committee for consideration and evaluation.

- Resident requested the consideration of a speed bump on Lori Court to slow the speed of traffic into Morello Park, particularly since the basketball courts were heavily used by young people speeding through the area with concerns expressed that children were also playing in the area. Recommendation was made to possibly paint the street or reflectors be installed to possibly slow traffic in the area.

Mayor Menesini acknowledged that request for speed bumps had been made in the past for other neighborhoods, although the Fire Department had claimed that speed bumps served as an impediment to its ability to reach an emergency. He recommended that the area be increased with traffic enforcement and/or possible signage be installed in the park indicating that traffic should slow down since there were "children at play." He recommended that the Traffic Safety Committee also review the suggestions made and all other options for the area.

Police Chief Cutaia also encouraged residents to contact the Police Department with a possible license plate of those vehicles speeding through the neighborhood.

- Resident of Fig Tree Lane at the end of Maywood Lane expressed concern with delivery truck traffic in the area which was not a through street. Request was made to consider changing that portion of Maywood Lane to Maywood Court combined with a "No Through Street" sign.

CITY ENGINEER TIM TUCKER advised that a sign could be installed as requested. He explained that there was a specific process that would have to be followed through the Building Department to change a street name. In addition, any street name changes would involve the U.S. Post Office and the Fire Department. He recommended that those residents who resided on Maywood Lane who would like the street name to be changed, sign a petition specifically requesting a name change that could then be submitted to staff to start the process.

- Residents also expressed concern with the speed of traffic on Fig Tree Lane to Midhill Way. A four-way stop sign was requested on Fig Tree Lane and Midhill Way.

COMMUNITY DEVELOPMENT DEPARTMENT DIRECTOR RICHARD PEARSON expressed the willingness to forward the request to the Traffic Safety Committee for consideration.

Speaking to the former House 2 Home building, Councilmember Ross commented on his understanding that the building had been purchased by Yardbirds. He also recognized, when asked, that there was a parking challenge in the subject shopping center, which had been a concern since Costco the prior occupant of the Wal-Mart site.

Mayor Menesini also commented that the owner of the House 2 Home property had begun negotiations to possibly expand the existing property to include the adjacent vacant lot where the pumpkin patch and Christmas trees had been routinely sold. He also understood that there was the possibility that the main entrance of the building could be modified and reoriented in an effort to possibly mediate some of the parking constraints in the shopping center. However, he acknowledged that adequate parking in the center remained a concern.

CITY MANAGER JUNE CATALANO affirmed that a thorough parking analysis had been prepared as part of the Wal-Mart project prior to the commencement of that business.

Mayor Menesini pointed out that the property owner of the land where the House2Home building was located did have a 10-year lease with Home Base which had been the previous occupant of the building. He noted that the property owner would have been within his rights to keep the building vacant for that time while not losing any income. However, the property owner had been considerate and cooperative in working with the City over the years.

- Concerns raised with the condition of Howe Road. Inquiry was made as to whether or not the roadway would be repaved. Concerns were expressed that Howe Road had become a major thoroughfare and was a quick route to the downtown area and should be considered for improvement.

Community Development Director Pearson explained that the repavement of Howe Road would be quite expensive and would cost more than the monies the City currently had allocated to its paving program. He noted that the City had attempted to obtain funding through federal monies but those efforts had yet to be successful. As a result, the City was looking at its limited resources to conduct improvements on its major streets and entryways, as opposed to industrial roadways.

Mayor Menesini commented that the Council had discussed and had been given a presentation in the past on different paving technologies which he hoped would be less costly to the City. He emphasized the efforts being made to conduct some of the necessary improvements with the funds available.

Mr. Pearson noted that the City would be considering the use of chip seal work this year for some of their paving projects, although he commented that Howe Road was a long and wide roadway where a lot of square footage would be involved to repave the area, which was extremely cost prohibitive at this time.

Councilmember Schroder recognized residents' concerns with the condition of many of the City's roadways. He noted that all available funding sources were being reviewed by staff. He also noted that the City had doubled the amount of money in its paving management program from \$100,000 to \$200,000. However, he pointed out that the City of Martinez had a smaller sales tax base than that enjoyed by their neighboring communities. As a result, the Council's Pavement Management Subcommittee had been reviewing ways to pay for the needed updates to the City roadways.

Councilmember Schroder also commented that it may come to pass that citizens may have to consider a possible parcel tax as an option to pay for road improvements in addition to potential State or Federal grant opportunities. Further, it may be possible, that the City may have to consider in the future placing more General Fund monies in the Pavement Management Program.

Councilmember Ross acknowledged that all funding options would be considered. He advised that he had requested that staff also review the possibility of the use of Proposition 42 funds for paving projects.

- Resident of Brittany Hills inquired whether or not the City had a regular street sweeping schedule so that residents could be aware and could move their vehicles off of the street during those periods.

City Engineer Tucker explained that City streets were swept once a month, with notification in the City's water bills and notification having been posted on the City's website. As to the possible use of signage along the street to notify of the street sweeping schedule, he discouraged the placement of such signage which would be difficult since it would have to be placed all around the City and would be difficult to justify.

Councilmember Ross suggested that the Contra Costa Water District (CCWD) be contacted to determine if they would be willing to place a notice of the City's street sweeping schedule in their water bills, since some of the City's residents were customers of the CCWD.

- Resident inquired whether or not common areas or open space along the area of Brittany Hills development would be maintained by the City. In addition, the entryway sign to Brittany Hills was missing the "s" portion of the sign. It was noted that the development did not have a Homeowners Association (HOA).

City Engineer Tucker advised that some of the City's common areas and open spaces were maintained by a Lighting and Landscaping District which included a contracting firm which would be responsible for the maintenance of such areas. He was uncertain if the replacement or repair of the entryway sign was the responsibility of that district, although he expressed the willingness to review that particular district's responsibilities.

- A number of residents requested play equipment at Morello Park.

City Engineer Tucker reported that the City's Parks & Recreation Commission had been working over the past several months on a Master Plan for the City's parks and recreation facilities and had identified parks for replacement of existing play equipment that was either old or unsafe. He displayed conceptual drawings of potential play equipment that had been identified to replace play equipment that had been or would be removed from Waterfront, Holiday Highlands and Goldenhills Parks. The replacement equipment would meet all safety regulations. The City Council had recently approved funding to replace the equipment in those parks and staff had also been given approval to proceed with the bidding process to obtain bids from manufacturers of the equipment.

- Residents expressed concern with dogs not on leashes in many of the City parks. Request was made for "Dog Required To Be On A Leash" signage to be posted in the neighborhood parks, open space areas, particularly in Shannon Hills Open Space. Concerns also expressed with barking dogs after hours or early in the morning, impacting surrounding residences.

City Engineer Tucker explained that he had been working with County Animal Control to prepare signage that could be posted and which would allow citations to be issued to those persons in a City park whose dogs may not be leashed.

Police Chief Cutaia advised that the City's Police Department had different regulations before he had become Chief in 1999. Presently, the Department did respond to complaints of excessive barking of dogs during the evening hours, with Animal Control to respond to such complaints during the day. The Department was also working on its Community Oriented Policing Program which could work to possibly resolve such issues, with officers directed to target certain areas to attempt to curtail the problems. In response to concerns with the lack of a response from Animal Control, he acknowledged that the City was contracted with the County's Animal Control agency and he expressed the willingness to meet with anyone who had individual concerns that he could follow up with the Assistant Director of Animal Control.

- Number of concerns expressed with Morello Park School having become a nuisance and since St. Moritz Avenue backed up to the school residents were often impacted by noise late in the evening, donuts in the parking field, noise impacts from motorized scooters, loud music and go carts. Recommendation was made to place a gate with signs in the parking area indicating that No Trespassing on the school grounds after dark would be permitted.

Mayor Menesini commented that the City also had a curfew. He recommended that Morello School be contacted to be advised of the concerns and to determine if it would be possible to place a gate across the parking lot to prevent access after hours.

Police Chief Cutaia also clarified that each City park was posted differently in terms of when each of the parks opened and closed. He urged residents to contact the Police Department in the event of any disturbances after hours, clarifying that the Department did patrol the area when feasible.

- Resident expressed concern with the park near Fig Tree Lane which appeared to be taken over by youth sports and where families were finding it difficult to use and enjoy the park facility.

ACTING DEPUTY DIRECTOR RECREATION SERVICES BOB CANTRELL explained that most of the City's park and recreation facilities had been rented out to various youth organizations for sport activities, such as soccer and baseball leagues. He expressed the willingness to provide copies of the schedule of events in the City parks and expressed the willingness to work with residents to possibly find a way to resolve the concerns.

Mayor Menesini declared a recess at 8:35 P.M. The meeting reconvened at 9:00 P.M. with all Councilmembers present or excused as indicated.

- Concerns expressed with recent odors from the refineries with recommendations made for the refineries to give back to the City such as opening a sales office in the City limits so that the City could receive sales tax revenues from the industry which impacted Martinez residents with the City urged to become more involved in holding the refineries accountable for their actions.
- Resident inquired of the status of repainting the train trestle over Alhambra Avenue.

Mayor Menesini recognized and shared the concerns with the lack of oversight on local industry and the need for the situation to be economically balanced for the City. Speaking to the train trestle, he acknowledged that through the assistance of Assemblymember Joe Canciamilla, funds had been approved for an account to go towards repainting the train trestle, although he understood that those funds were presently up in the air.

City Manager Catalano reported that as a result of the recent State budget constraints, funds earlier identified for repainting the train trestle had since been frozen. She was uncertain when, or if, those funds would become available.

Mayor Menesini also clarified, when asked, that the City was not able to require the railroad to repaint the trestle. He understood that the cost for repainting the structure could be as much as \$400,000.

- Resident requested trash and weed abatement along the railroad tracks that parallel Howe Road.

Senior Building Inspector Salts expressed the willingness to contact the railroad company to determine whether or not they would be willing to conduct any cleanup of the property.

There being no further comment from the public, Mayor Menesini thanked everyone for their participation and comments. [41.05.05]

#### PUBLIC COMMENT

There was no public comment.

#### CONSENT CALENDAR

City Manager Catalano requested that Consent Calendar Item Nos. 8 and 13 be pulled from the agenda to be reagendaized for a future meeting.

Referencing Consent Calendar Item No. 3, the City Council minutes of February 27, 2002, JULIAN FRAZER, a resident of Martinez, requested that the comments he had made under Public Comment, be clarified, in that he had been concerned with the proposed development as identified in the Draft Downtown and Waterfront Revitalization Master Plan, as being inappropriate for the downtown area. He stated that he had not intended to suggest that the City could lose the Marina to a lessor.

Mayor Menesini requested that the City Clerk review the audio tapes from the February 27 Council meeting to clarify Mr. Frazer's comments.

Speaking to Consent Calendar Item No. 12, Mr. Frazer expressed his support for the resolution to make application to the Office of Historic Preservation to register the Old Train Depot as a point of historic interest. He looked forward to the Council supporting other such efforts.

Also speaking to Consent Calendar Item No. 3, Vice Mayor Lewis requested that staff review the audio tapes to better define and clarify the comments she had made as reflected in the third paragraph of page two regarding the discussion on the Downtown and Waterfront Revitalization Master Plan.

Further speaking to Consent Calendar Item No. 12, Councilmember Schroder reported that he had been contacted by a member of Congressman George Miller's staff who had advised that if the City was interested in pursuing a Historical District, Congressman Miller's Office would be happy to direct the City to the right people to expedite that process.

On motion by M. Menesini, seconded by L. Lewis, the Council present approved the Consent Calendar as follows:

2. Motion waiving reading of text of all Resolutions and Ordinances.
3. Motion approving City Council Minutes of February 27, 2002. [M.Cabral]  
Continued to the meeting of April 3.
4. Motion rejecting claim against the City by Barbara Everhart, Claim #01-32. [J.Catalano]
5. Motion approving Warrant Register dated 03/06/02, Warrant Numbers 54751-54802; Warrant Register dated 03/13/02, Warrant Numbers 54803-54993. [L.Marshall/2.1.0]
6. Motion approving Ordinance No. 1292 C.S. amending the Martinez Municipal Code, Title 2, Section 2.60.050 Setting Council Members' Salaries [M.Chandler/41.00.03]
7. Motion allocating additional funds for the undergrounding of utilities on Main Street. [T.Tucker/12.12.00]
8. Resolution approving the final map for Subdivision No. 8347 "Glacier Classics" and authorizing the Mayor to execute the Subdivision Agreement.  
Item pulled. [T.Tucker/13.8347]

9. Resolution No. 019-02, Approving the application for Grant funds for the Per Capita Grant Program under the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000. [T.Tucker/10.06.06]
10. Resolution No. 020-02, Authorizing a Water Treatment Operator in Training Position. [T.Tucker/04.05.01/4.5.6]
11. Resolution No. 021-02, Authorizing the addition of a Senior Civil Engineer and a Junior Civil Engineer Position. [T.Tucker/04.05.01]
12. Resolution No. 022-02, Supporting application to the Office of Historic Preservation to register the Old Train Depot as a point of historic interest. [J.Tool/03.01.00]
13. Resolution approving addition of Continental Towing to provide rotational towing services in the City of Martinez. Item tabled. [D.Cutaia\04.08.04]

#### CITY MANAGER DISCUSSION

14. Comments/Update.

There were no comments or updates.

#### CITY COUNCIL

15. City Council comments.

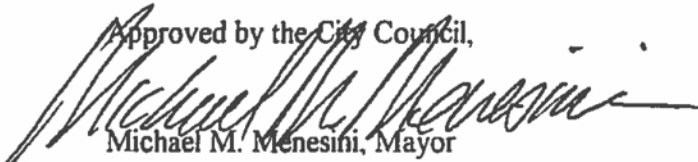
The Council expressed its appreciation to all those who had attended the meeting and who had responded to the surveys that had been mailed.

Mayor Menesini complimented the baseball parade that had been well attended.

#### ADJOURNMENT

Adjourned at 9:15 P.M. to a Regular Meeting on April 3, 2002 at 7:00 P.M., in the Council Chambers.

Approved by the City Council,



Michael M. Menesini, Mayor

Mercy G. Cabral, Deputy City Clerk - 4/17/02



3,01-00

**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
March 20, 2002**

**TO:** Mayor and City Council  
**FROM:** Richard Pearson, Community Development Director  
**PREPARED BY:** Joann Tool, Special Projects Manager  
**SUBJECT:** California Point of Historical Interest Designation for the Old Train Depot

**RECOMMENDATION:**

Approve the resolution to make application to the State Office of Historic Preservation to obtain the designation of California Point of Historical Interest for the Old Train Depot.

**BACKGROUND:**

In discussions with the State Office of Historic Preservation, it was found that the Old Train Depot does not qualify for status as a State or National Historic Landmark due to the building integrity. Because of the fire that destroyed the second story of the building in 1942, renovation was necessary and made the building ineligible as a Historic Landmark. However, the Old Train Depot can be designated as a California Point of Historical Interest.

The designation of the Old Train Depot as a California Point of Historical Interest has been tentatively scheduled for consideration by the State Historical Resources Commission on May 2, 2002. Prior to this meeting, the City of Martinez will be required to submit an application for the designation of California Point of Historical Interest that includes written support of the designation from the City Council and other research documents. If the State Historical Resources Commission approves the designation, the depot will be listed as the "Site of the Martinez Train Depot".

3.01.00  
5.20.00

RESOLUTION NO. 022-02

AUTHORIZING THE APPLICATION TO THE STATE OFFICE OF HISTORIC PRESERVATION FOR DESIGNATION OF THE OLD TRAIN DEPOT AS A CALIFORNIA POINT OF HISTORICAL INTEREST

WHEREAS, the City of Martinez is interested in preserving the rich heritage of the town; and

WHEREAS, the Old Train Depot played a vital part in the history of Martinez; and

WHEREAS, the listing of the Old Train Depot in the California register as a California Point of Historical Interest would alert visitors to Martinez to the importance of the Old Train Depot.

NOW, THEREFORE, BE IT RESOLVED, that the City Council, by adoption of this resolution, authorizes the application to the State Office of Historic Preservation for the designation of the Old Train Depot as a California Point of Historical Interest.

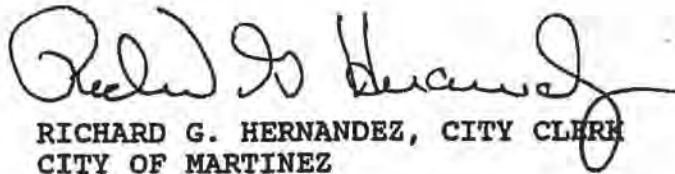
\* \* \* \* \*

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at an Adjourned Regular Meeting of said Council held on the 20th day of March, 2002 by the following vote:

AYES: Councilmembers Ross, Schroder, Vice Mayor Lewis and Mayor Menesini

NOES: None

ABSENT: Councilmember Woodburn

  
RICHARD G. HERNANDEZ, CITY CLERK  
CITY OF MARTINEZ

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION

010504

## APPLICATION FOR REGISTRATION

- CALIFORNIA HISTORICAL LANDMARK  
*(Results in automatic listing in the California Register)*
- CALIFORNIA POINT OF HISTORICAL INTEREST

NAME OF HISTORIC PROPERTY

MARTINEZ RAILROAD STATION (SITE)

401 FERRY STREET

ADDRESS

MARTINEZ, CALIFORNIA 94553

CITY/STATE/ZIP CODE

CONTRA COSTA COUNTY

COUNTY

ASSESSOR'S PARCEL NO.

CITY OF MARTINEZ

373-172-02

NAME OF OWNER OF HISTORIC PROPERTY

525 HENRIETTA STREET

ADDRESS

MARTINEZ, CALIFORNIA 94553

CITY/STATE/ZIP CODE

CITY OF MARTINEZ

NAME OF APPLICANT

APPLICANT TELEPHONE NO.

525 HENRIETTA STREET

(925) 372-3554

ADDRESS

MARTINEZ, CALIFORNIA 94553

CITY/STATE/ZIP CODE

RECOMMENDED BY CHAIR, STATE HISTORICAL RESOURCES COMMISSION

ANTHEA HARTIG

DATE

2 May 02

APPROVED BY DIRECTOR, CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

RUTH COLEMAN  
DIRECTOR, ACTING

DATE

5/14/02

DESIGNATION NO.

CALIFORNIA POINT OF HISTORICAL INTEREST NUMBER CCO-012

**Question 3**

**CC Meeting March 20, 2002 – Approve resolution to make application to the State Office of Historic Preservation to obtain designation of CA Point of Historical Interest for the old train depot – was the designation ever obtained?**

*It was applied for but looks like it wasn't accepted.*

State of California -- The Resources Agency  
 DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary # \_\_\_\_\_  
 HRS# \_\_\_\_\_  
 Triennial \_\_\_\_\_  
 HRS# Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_ \*Resource Name or #: (Assigned by recorder) Martinez Railroad Station

P1. Other Identifier: Martinez Train Depot

\*P2. Location:  Not for Publication  Unrestricted

\*a. County Contra Costa and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Banicia Date 1959 T2N: R 3W: S 4 of 4 of Sec M D B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (Give more than one for large and/or linear resources) Zone 3 1,530,000E/558,000 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
\*portion of Rancho Las Juntas

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Architectural Style: Craftsman. This is a single-story (with attic), long rectangular plan railroad station that has a gabled roof covered with asphalt shingles. The station's front entrance faces Ferry Street, and the building is about 20 feet south of the adjacent railroad tracks. Approximate property size frontage 50' depth 200'.

\*P3b. Resource Attributes: (List attributes and codes) HP17

\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)  
see continuation sheet

P5b. Description of Photo: (view, date, accession #)  
see continuation sheet

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  
 Both  
1877

\*P7. Owner and Address:  
City of Martinez, 525  
Henrietta St., Martinez, CA 94

\*P8. Recorded by:  
 (Name, affiliation, and address)  
Joann de Graef Tool  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553

\*P9. Date Recorded: 1-25-02

\*P10. Survey Type: (Describe) California Register nomination

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") none

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record  
 Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record  
 Artifact Record  Photograph Record  Other (List):

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # \_\_\_\_\_  
HRIS # \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_ \*NRHP Status Code \_\_\_\_\_  
\*Resource Name or # (Assigned by recorder) Martinez Railroad Station

B1. Historic Name: Martinez Railroad Station  
B2. Common Name: Martinez Train Depot  
B3. Original Use: Train Depot  
B4. Present Use: proposed use (joint) historical society, museum, arts group  
B5. Architectural Style: craftsman

\*B6. Construction History: (Construction date, alterations, and date of alterations)  
original construction 1877, alteration due to fire 1942  
expansion of ticket/waiting room, platform replaced in 1962, exterior doors & windows  
replaced and front canopy added 1982  
\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features:  
passenger and freight loading area, tracks, roadmaster office, maintenance structure

B9a. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme see continuation sheet Area: \_\_\_\_\_

Period of Significance: 1877-1920 Property Type: \_\_\_\_\_ Applicable Criteria: \_\_\_\_\_  
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

B11. Additional Resource Attributes: (List attributes and codes) \_\_\_\_\_

\*B12. References:

Martinez, A California Town, Martinez Historical Society, 1986  
Historic Property Survey, William Self Associates, 1995

B13. Remarks:

Sketch Map with north arrow required.

\*B14. Evaluator:

Joann de Graef Tool

\*Date of Evaluation: 1-25-02

(This space reserved for official comments)

## History of the Martinez Railroad Station

The following documentation of the history of the Martinez Railroad Station is taken from the book, MARTINEZ, A California Town, compiled by the Martinez Historical Society and a Historic Property Survey report compiled for the City of Martinez by William Self Associates.

"The San Pablo -Tulare Railway Company was incorporated with the State of California in the early 1870's under charter to build a "local" railroad between Martinez and the Los Gatos Creek in Fresno County, via Tracy. The Northern Railway Company was incorporated around this same time under charter to construct a "local" railroad from Oakland to Martinez, proceeding north across the Carquinez Strait to Colusa. The organizers and officers of each "local" venture were the Messrs. Huntington, Hopkins, Stanford and Crocker, "The Big Four" of the Central Pacific Railroad Company."

"Construction towards Martinez on each line was begun in the spring of 1877. Simultaneously the Northern Railway Company set a crew afloat on the strait at Martinez conducting soundings and test bores in search of footing for a bridge. Another Northern Railway crew began construction of a line connecting the California Pacific Railroad line at Suisun to Benicia. The San Pablo-Tulare Company road proceeded rapidly to Antioch and then stalled at the New York Rancho properties at the present location of Pittsburg over a right-of-way dispute."

"The most difficult task faced by the railroad builders was construction of the low level road along the south shore of the Carquinez Strait from Valona (now Crockett) to Bull Valley (now Port Costa) and Martinez. The steep sloping hills along the strait extended, for the most part, to water's edge. These had to be tunneled and cut away and large sections of wetlands filled to create the low level shoreline grade. The filling process utilized the soil cut or tunneled from the hills, combined with rock and gravel brought by horse-drawn gondola cars from the quarries of the Niles Canyon in Alameda County."

"As the Northern Railway Company tracks approached Martinez, a swing draw bridge was constructed across the Alhambra Creek providing easy access for river steamers and scow schooners to the inland warehouses of the city. The tracks were laid to the foot of Ferry Street, closely followed by the arrival of the first work train on September 22, 1877. East of Ferry Street an engine house and fifty foot turntable were constructed, the latter capable of accommodating an engine and tender. Along the east side of Ferry Street a "Swiss-rustic" style station and accompanying water tower were constructed at track side in November 1877. This structure included one office, waiting room, and a baggage

and freight area on the first floor, with the Station Master's living quarters occupying the second floor. Though it has been considerably remodeled during the past century, the 1877 station was still used as the Martinez Amtrak Station during the 1980's."

"Martinez became an official stop on the transcontinental railroad on September 8, 1878, when through traffic was diverted from the Livermore line over the Altamont to the new low level route."

"Martinez was still a relatively small town of 875 in 1880 with the population concentrated in the central blocks near Suisun Bay. After the railroad arrived in Martinez in 1877, the agricultural economy changed from grain to fruit and vineyard cultivation over the next 10 years. The completion of the transcontinental railroad in 1869 opened a tremendous new market for California fruit. The railroad provided a way to get fruit to market while still fresh, and improvements in refrigerated rail cars made it possible to ship fresh produce longer distances. During the 19<sup>th</sup> century, the wharves and the railroad at Martinez became the focal point for shipping agricultural products from Contra Costa County. Martinez was also an important commercial center serving the local agricultural community."

"By 1900, the population of Martinez grew to about 2,000. During the 19<sup>th</sup> century, Martinez was primarily a waterfront town depending on ferry service, deep water shipping and rail transport of agricultural products."

"Martinez remained a vital component of the transcontinental passenger rail system through its decline in the 1950s and 60s, and during its partial rebirth as the Amtrak System during the 1970s and 80s."

"During its long history the Martinez Station has played host to Presidents and the campaigns of Presidential hopefuls such as of William McKinley, Theodore Roosevelt, Dwight D. Eisenhower, and John F. Kennedy. During World War II the city even hosted a young soldier named Ronald Wilson Reagan. The station stands in 1986 with only a faint resemblance to its former character and charm, but it remains a vital part of downtown Martinez and the waterfront."

**The Martinez Railroad Station, a busy train station, was utilized by Amtrak until the grand opening of a new Intermodal Station in downtown Martinez in September of 2001. Until the move to the intermodal, the Martinez Railroad Station hummed with activity.**

**The Martinez Railroad Station is known to travelers as the point where one can begin to enjoy the historic charm of downtown Martinez. Designation**



**of the Martinez Train Station as a California Point of Historical Interest would serve as a reminder to visitors to Martinez of the role that this station played in the development of the railway system in California during the latter part of the 1800's.**

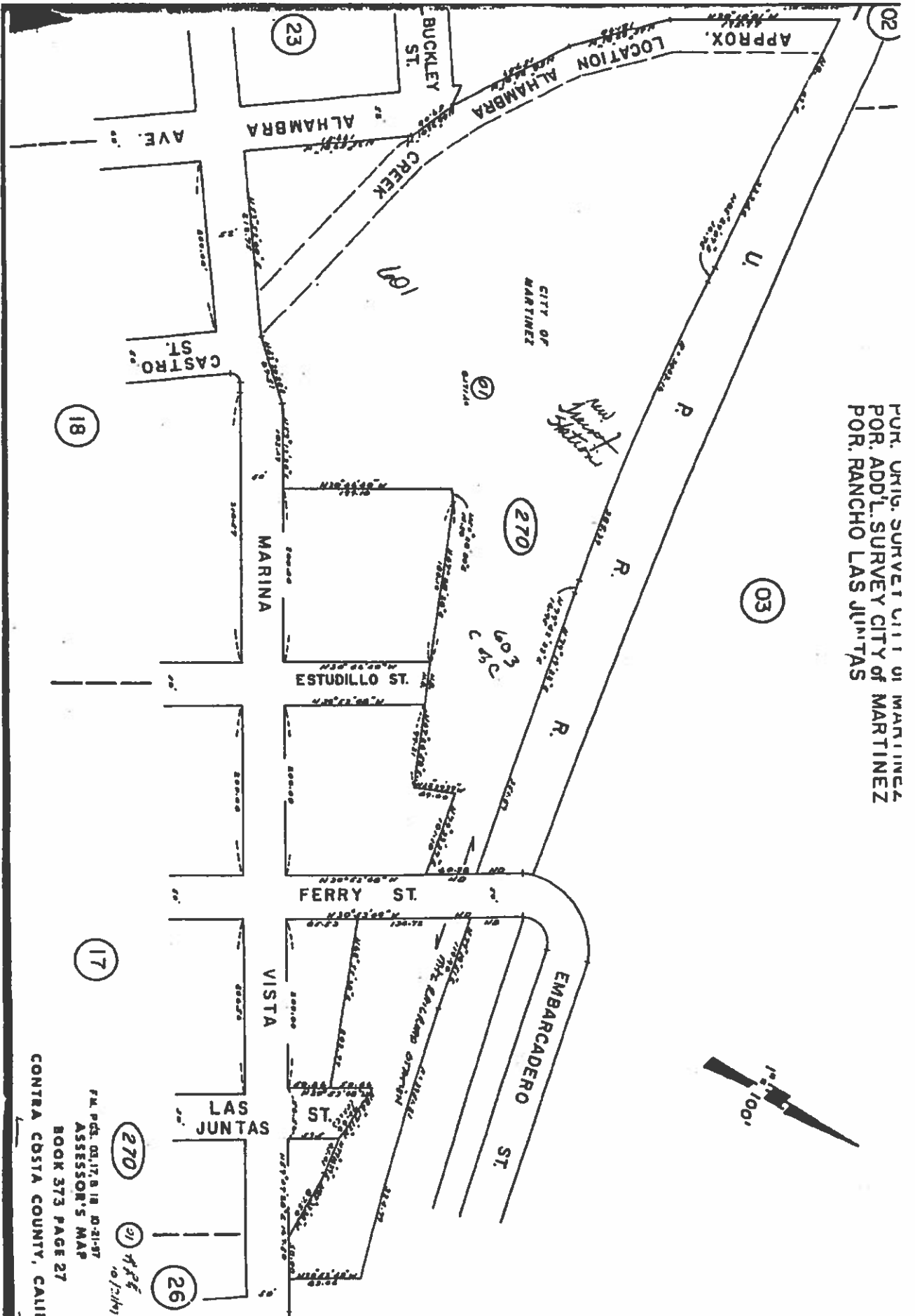
Sources of information for body of document taken from:

MARTINEZ, A California Town, compiled by the Martinez Historical Society, Chapter 2, "The Railroads", pp. 19-21, written by A. Paul Krantz, p. 47 written by Chalene Perry, published by RSI publications, Inc., Martinez, California, 1986.

Historic Property Survey Report - Martinez Intermodal Facility, pp. 10-11, compiled by William Self Associates for the City of Martinez, August 1995.

**Martinez Railroad Station  
401 Ferry Street, Martinez  
Continuation Sheet**

PUR. ORIG. SURVEY CITY OF MARTINEZ  
 POR. ADD'L. SURVEY CITY OF MARTINEZ  
 POR. RANCHO LAS JUNTAS



PL. P&S. 03-17, B. 18. D. 21-87  
 ASSESSOR'S MAP  
 BOOK 373 PAGE 27  
 CONTRA COSTA COUNTY, CALIF



**DRAFT MEMORANDUM REPORT**

**Date:** July 7, 2000

**To:** Ms. Marcia Raines, AICP  
Martinez City Manager

**From:** Jeff Grote, AICP, ASLA  
President

**Re:** Analysis Related to the Relocation of the City History Museum to  
the Existing Amtrak Train Depot Site  
(TPC # 9901.03)

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## **Introduction**

### **Prior Alternative Studies**

At the direction of City staff, the Planning Collaborative (TPC) previously prepared seven Conceptual Museum Relocation Alternatives for five sites in Downtown Martinez. The sites included: (1) the existing City parking area located southeast of the Ward Street and Estudillo Street intersection; (2) the abandoned County jail site behind the existing County Finance Building and southwest of the Pine Street and Escobar Street intersection; (3) the existing Amtrak parking lot area fronting on Ferry Street and adjacent to the existing train depot building; (4) the existing City parking lot and Amtrak bus turnaround at Marina Vista and Las Juntas Street; and (5) the new City Plaza and Alhambra Creek Channel Improvements site fronting on Main Street, between Alhambra Creek and the existing Bank of America building (see attached map entitled, "*Conceptual Museum Relocation Alternatives*"). The conceptual alternatives were prepared without floodplain or underground utility information. These alternatives were presented to the Martinez Historical Society and City staff on November 9, 1999.



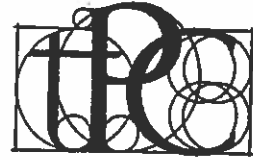
Based on requests for more information from the Martinez Historical Society, City staff directed TPC to provide additional studies of the existing Amtrak Train Depot site alternatives. These included: *Concept #3*, which relocated the City History Museum in the existing Amtrak parking lot area, fronting on Ferry Street, adjacent to and incorporating the historic train depot as a possible museum exhibit expansion and storage facility; and *Concept #4*, which created a larger, historically-themed village and public park where other historic structures could be relocated as they became available. This concept also incorporated the existing historic train depot as museum exhibit expansion and additional storage.

### **Purpose of Report**

The purpose of this report is to summarize the results of the additional site analysis conducted at the existing Amtrak Train Depot. The site-related issues that were investigated include: 1. Presence of underground utilities, pipelines, and easements; 2. Train vibration impact; 3. Floodplain impact and required finished-floor heights; 4. Community College District parking displacement agreements; and 5. Preliminary estimates of building relocation costs. Additionally, TPC prepared a reevaluation of the Train Depot site and of *Concept Plans #1 and #5*. Two new alternatives are presented for review and comparison to each other.

### **Summary of Findings**

Based on these detailed evaluations and reconsideration of the prior Concept Plans, two alternatives are suggested for further consideration by the City and the Historical Society. **The Historic Train Depot History Museum Concept Plan** has been revised to reflect the information available on underground utility and pipeline conditions. An **Historic "Riverwalk" History Museum Concept Plan** has been developed as an expansion and combination of *Concept Plans #1 and #5*. In our opinion, both have considerable merit and afford the City appealing historic museum settings, which would benefit the downtown.



## Site Analysis

### 1. Presence of Underground Utilities, Pipelines, and Easements

As shown on the *Existing Easements and Utilities Map*, several underground features were found to be present, which affect the feasibility of both *Concept Alternatives #3 and #4*, prepared for the existing Amtrak train depot area. The museum relocation sites found on each of these is no longer feasible; however, revisions to *Alternative #4*, fronting on Marina Vista, would allow siting of the museum building in an alternate location without apparent encumbrance from these easements. The findings are as follows:

**8-inch and 12-inch Fuel Oil Lines.** Kinder-Morgan Energy Partners (KMEP), which is headquartered in Dallas, Texas, currently owns two active fuel pipelines and utility easements that traverse the proposed site (see attached map entitled, *Existing Easements & Utilities*). The existing 8-inch fuel oil line (FOL) has been in place for many decades, while the 12-inch FOL was upgraded and replaced approximately in 1998. These active pipelines are part of an overall common carrier system that was originally part of the Southern Pacific Rail Transportation System, and later, the Santa Fe Pacific Line (SFPL). The origin and destination of these fuel lines is unknown at this time. However, City staff has indicated that they are not believed to terminate at any local, downtown industrial uses. KMEP has an office in Orange County, California that is responsible for maintaining and overseeing these FOLs.

Recently, in response to City staff inquiries related to the construction of the new Intermodal Facility located west of the proposed site, KMEP stated that they did not wish to abandon nor allow the construction of a concrete train station platform on top of this underground pipeline or easement. They were concerned with limiting accessibility to the FOL and the serious liability issue of allowing people to be located on top of an active pipeline. As a compromise, asphalt paving not intended as a public area was allowed to be placed over the pipeline at the Intermodal Facility site.

Similarly, we concluded that KMEP would not allow the placement or construction of a museum building with a new concrete foundation on top of the pipeline adjacent to the existing Amtrak Train Depot for the same concerns. If KMEP pipelines and easements were to be relocated, since abandonment is also not currently an option, the associated high costs would have to be born by the project.



Further work will be required to verify easement widths and building setbacks for active utilities prior to Final Plan design.

**Abandoned Utilities.** Additionally, two abandoned pipelines (an 8-inch SFPL and a 2- to 8-inch FOL) currently exist at the proposed site.

**Telephone Conduit.** City staff has indicated that it is unclear at this time if the underground telephone conduit, indicated on City utility maps, is actually traversing the property in the location shown, and if so, if it is still in active use. Site excavation in several "spot" locations would be required to verify the existence, location and active use of this utility line.

**Storm Drainage Lines.** The City of Martinez has existing storm drainage lines at the proposed site that were built in the early 1980s. These storm drainage lines serve the existing Amtrak and City parking lots, and a portion of Las Juntas Street. No utility easement currently exists above these lines, as they are located on City property and within the City right-of-way. However, City staff recommends a 15-foot building setback centered on the storm drain line for easy equipment access, maintenance and repair. A relocation of these lines would need to be further studied. The technical challenge, and potentially high construction costs associated with the relocation of these storm drainage lines to Marina Vista and Ferry Street, would include longer pipe runs, running pipes against the natural grade (up-hill), and potential conflicts with other existing underground utilities in the proposed new corridor.

## **2. Train Vibration Impacts**

**Summary Train Vibration Measurement Data.** The potential train vibration that could be damaging to museum artifacts and exhibits is a concern. An evaluation was prepared by comparison measurements to evaluate vibration experienced at the existing museum as compared to the train depot site and to standards for vibration levels.

Municon Consultants, specialists in vibration monitoring services, installed seismographs at the existing City History Museum site and the existing Amtrak Train Depot site to compare train-related vibration levels. The seismographs were installed inside Christy Utility vaults bolted to the concrete sidewalks. Two seismographs were installed at each location to establish site differences regarding ambient levels of site vibrations. Vibration data was measured for a period of one week during June 2000.



The Peak Particle Velocities (PPV) recorded at the Martinez Museum were 0.02 in./sec. and at the existing Amtrak Station were 0.12 in./sec. The responses of people to the vibrations and the levels at which vibrations may induce damages is summarized in Table 1: Effects of Vibrations on People & Structures.

The table shows that a PPV vibration of 0.02 in./sec. was recorded at the current Martinez Museum location, suggesting that vibrations from passing trains are currently only “slightly perceptible.” In other words, these vibrations would only be felt if it were a very quiet time of day or night. More than likely, they would only be perceived because the actual sound of a passing train can be heard, thus creating the sensation of a perceived vibration.

PPV vibrations of 0.12 in./sec. were recorded at the existing Amtrak Station, which fall within the “strongly perceptible” category. This raises two concerns for the history museum. Normally, the historic museum building could be considered structurally vulnerable to long-term damage in the form of cracks in walls and ceilings, framing misalignment for doorways, stairs, and the like due to exposure to these vibrations. However, with a new foundation designed to current seismic standards, these possible damages are expected to be reduced or eliminated.

Similarly, fragile museum contents are vulnerable to vibration. Under unmitigated conditions, exhibit artifacts placed on shelves may have a tendency, over time, to “walk” off the shelf. However, standard methods of mitigating these display case issues are employed by museums facing similar challenges. These include securing artifacts to the shelving, enclosure in felt-lined cases, and other techniques. Likewise, framed pictures with glass and their hanging attachments would need to be properly secured. (See attached Municon summary report).



**Table 1: Effects of Vibrations on People & Structures**

PPV in./sec.	Response
0.01-0.03	Slightly perceptible <sup>1</sup>
0.03-0.10	Distinctly perceptible <sup>1</sup>
0.10	Vulnerable historical structures <sup>2</sup>
0.10-0.30	Strongly perceptible <sup>1</sup>
0.40	Residential buildings with plaster walls <sup>2</sup>
0.50	Residential buildings with gypsum wallboard <sup>2</sup>
0.30-1.0	Disturbing <sup>1</sup>
1.0-2.0	Very disturbing <sup>1</sup>
1.5	Engineered structures without plaster <sup>2</sup>
2.0	Safe blasting criteria for residential structures <sup>3</sup>
2.8-3.3	Threshold of damage or cosmetic cracks in plaster <sup>4</sup>
4.5	Minor cracking <sup>4</sup>
5.4	50% probability of minor plaster damage
7.6	50% probability of major plaster damage
8	Major cracking resulting in serious weakening of structures <sup>4</sup>
10	TVA limit for above ground concrete structures <sup>5</sup>
12	Fall of rocks in unlined tunnels
20	TVA limit for mass concrete such as foundations <sup>5</sup>
100	Fresh concrete at 800 psi <sup>5</sup>
375	Cracks induced by demolition blasting within concrete <sup>5</sup>
600	Cratering induced by blasting within concrete <sup>5</sup>
1.	<i>The Effects of Vibration on People, Forschung auf dem Gebiete der Ingenieurwesen, Volume 2, Number II, 1931, Reiber, H. and Meiser, F. J.</i>
2.	<i>Standard Recommended Practices For Evaluation of Transportation Related Earthborn Vibrations, ASSHTO Designation: R8-81.</i>
3.	<i>Effects of Repeated Blasting on a Wood Frame House, USBM RI 8896, Stagg, M. S. et al.</i>
4.	<i>Construction Vibration, Prentice Hall International 1996, Dowding, C. H.</i>
5.	<i>Blasting Specifications For Concrete, ISEE July 1988, Oriard, L. L. et al.</i>
Source:	Municon Consultants

### 3. Floodplain Impact and Required Finished Floor Heights

**Contra Costa County Flood Zone Data.** Flood Zone Maps were prepared by Contra Costa County staff and published on March 15, 1978, which were transcribed from the Federal Emergency Management Agencies (FEMA) Flood Insurance Rate Maps (FIRM). These maps will need to be updated to reflect the reduction in flood probability resulting from the current Flood Control Project. Previously, the proposed train depot site was located within Flood Zone B. Zone B was defined as areas that fall





within the 100-year flood and 500-year flood zones; or areas that are subject to 100-year flooding with an average depth of less than one foot or where the contributing drainage area was less than one square mile; or areas protected by levees from the base flood (see attached map entitled, *Existing Flood Zones*).

***Required Raised Foundation/Finished-Floor Height.*** Based on the Flood Zone B definition above, building foundations and finished-floor height would require a 1-foot floor height above the average depth of flooding in this zone. In other words, based on the *old* County and FEMA map, the raised foundation for the relocated City History Museum building at the proposed site would have been, at a minimum, 2-feet above the existing grade (or four 6-inch steps).

The project engineer and architect would determine the final finished floor elevation for the relocated buildings. At this time, the anticipated flood levels resulting from the City's flood control project can be taken into account.

#### **4. Contra Costa Community College Parking Agreements**

***General Background.*** The City of Martinez has a simple letter agreement (in the form of an "exchange," not a lease agreement for payment) with the Contra Costa Community College District for 31 parking spaces located on City property. The City has provided 31 parking spaces, in the City parking lot surrounded by the Amtrak bus turnaround, for the Community College's use. In exchange, the City has use of 30 parking spaces (metered and maintained by the City) located on the Contra Costa Community College District property that is situated immediately behind the City History Museum.

***Displacement Discussion/Issues.*** Relocating the City History Museum adjacent to the existing Amtrak Train Depot site will reconfigure and eliminate the City parking lot and Amtrak bus turnaround area. The turnaround function will be shifted to the new Intermodal Facility, which is scheduled to be completed this fall. Additionally, the New City/County Government Facility is anticipated to occupy the entire block (including the museum site, the Community College District parking lot and the County parking lot) bounded by Court Street, Pine Street, Marina Vista and Escobar Street. Additionally, the new City/County Government Facility may extend onto the City parking area east of Pine Street. As a result, the City and County have had discussions regarding the need for a new, mixed-use public parking garage. This facility is planned for the block directly to the west of the existing Community College site, between Marina Vista, Escobar Street and Ferry Street.



A revised site plan for the relocated City History Museum Amtrak Train Depot site includes parking for museum. The Community College District parking needs, in addition to other resident and visitor parking needs, should be served with the completion of the proposed mixed-use parking garage structure and the Downtown Parking and Circulation Plan for Martinez.

### **5. Preliminary Estimates of Building Relocation Costs**

Preliminary building relocation costs were requested from two contractors to provide a rough cost guideline. Actual costs would be determined based on competitive bids. Costs for a new foundation and new utility reconstruction have only been approximated and are too rough for discussion at this time. Other costs associated with repairs, code and seismic upgrade, interior and exterior paint, and overall restoration would depend upon the available budget and scope of work. Based upon an assumed building square footage from 2,400 to 2,800 sq. ft., costs provided by one contractor thus far result in an estimated cost of \$37,000-\$41,000 for building relocation.

## **PROJECT IMPLEMENTATION EVALUATION**

### **Historic Train Depot History Museum Site: Revised Site Plan**

Based upon our analysis for the existing Amtrak Train Depot site, TPC has prepared a revised site plan concept. This proposed concept relocates the museum building in a park setting adjacent to the Marina Vista and Las Juntas Street intersection to avoid placing the building on underground pipelines and utilities (see attached plan entitled, "*Historic Train Depot History Museum Concept Plan*").

### **Historic "Riverwalk" History Museum Concept Plan**

The near completion of the flood control project construction has brought a reevaluation of the site concepts #1 and #5, suggesting another potential concept alternative. The potential to utilize the creekway as an historic "riverwalk", which lies at the heart of the Main Street shopping area, could provide numerous benefits toward revitalizing the commercial area (see attached plan entitled, "*Historic Riverwalk History Museum Concept Plan*"). The concept of creating a river-oriented historic "place" was the essence of alternate #1 and alternate #5. By considering these as linked opportunities, a two-block historic river-reach could be developed, creating an "historic riverwalk" and theme. The revised concept alternative shifts the relocated City History



Museum to the new City Plaza, along the Alhambra Creek Greenway Improvement Area; but locates the building toward Ward and Estudillo Streets' intersection, where room is sufficient to site the building, some related parking, trailway, and grounds. The space adjacent to the creek on Ward, which was proposed for the history museum in concept #1 (and variations), would make an excellent site for either outdoor exhibit space or a new relocated historic building for museum expansion. This area is already enhanced by the restored Victorian office building at Estudillo and Green Streets.

### **Comparison of Available Sites**

For comparative analysis purposes, TPC prepared a list of some of the "pros and cons" for the two potential sites discussed above.

**Historic Train Depot History Museum Site: Revised Site Plan.** The benefits and drawbacks of this alternative can be summarized as follows:

#### ***Benefits:***

- Potential for expansion of museum exhibit space and storage into the historic train depot building and an expanded history museum complex;
- Potential for a History Museum public plaza, gardens in a park-like setting; and
- Relocation to the proposed site will place the museum building on a new concrete foundation designed for potential seismic and flood hazards.

#### ***Drawbacks:***

- Additional cost to mitigate vibration damage to the museum building, exhibits and display equipment due to vibrations from passing trains;
- Unknown safety and liability issues of developing a public park above active underground fuel oil pipelines and other conduits that traverse the proposed site (the building is proposed to be located outside these easements.); and
- Relocation to the proposed site does not place the museum building on Ferry Street (and hence toward the center of Martinez's Central Business District (CBD)), but with the Historic Train Depot the new complex retains an important presence on Ferry Street.



**Historic “Riverwalk” History Museum Concept Plan.** The benefits and drawbacks to this alternative can be summarized below:

***Benefits:***

- Relocation to the proposed site places the museum building at the center of the Martinez’s CBD on Main Street, which can potentially help to strengthen and revitalize the Downtown;
- Potential for a History Museum public plaza, gardens in a park-like setting;
- Relocation to the proposed site can strengthen and take advantage of the new site amenities associated with the City Plaza and Alhambra Creek Channel Improvements and Greenway;
- Potential for the creation of an interpretive trail and a City Museum “history walk” along the scenic Alhambra Creek Channel Improvements and Greenway with the addition of museum buildings placed along the creek;
- Potential for possible expansion of museum exhibit space into adjacent historic buildings along Main Street if available;
- Reduced or eliminated potential for damage to the museum, exhibits and displays from passing train vibrations; and
- Relocation to the proposed site will place the museum building on a new concrete foundation designed for potential seismic and flood hazards.

***Drawbacks:***

- Some demolition of the new improvements to the creekside may be required to accommodate the relocated City History Museum building at the Ward and Estudillo Streets intersection (primarily the ten-space parking area).



### **Timeline for the Relocation of the City History Museum**

***Relocation to the Train Depot Site.*** Martinez's new Intermodal Facility is scheduled for completion by fall 2000. When this new facility opens, the existing Amtrak Train Depot will be vacated and the existing bus turnaround area will be abandoned. At that time, the existing Amtrak Train Depot will be available to be converted to a City History Museum Annex, and the Amtrak bus turnaround and City parking lot area can be prepared to receive the relocated museum building. No timing for the construction of the proposed City/County Government Facility has been established as yet. However, the earliest it could begin has been estimated to be by mid-summer or early fall 2001. The City History Museum relocation could be scheduled when the site is available.






***Relocation to the New City Plaza & Alhambra Creek Channel Improvements Site.*** Construction of the new City Plaza and Alhambra Creek Channel Improvements (in the former City parking lot on Main Street) is currently underway, and is scheduled for completion by end of October 2000. With careful coordination, the museum relocation could potentially occur while the site is currently under construction. In this manner, there may be a potential for cost savings in demolition, construction and materials as an added benefit. If necessary, the museum relocation could also occur upon completion of the City Plaza and Alhambra Creek Channel Improvements Project, as long as the relocation were to occur prior to the proposed City/County Government Facility construction.

**ATTACHMENTS**

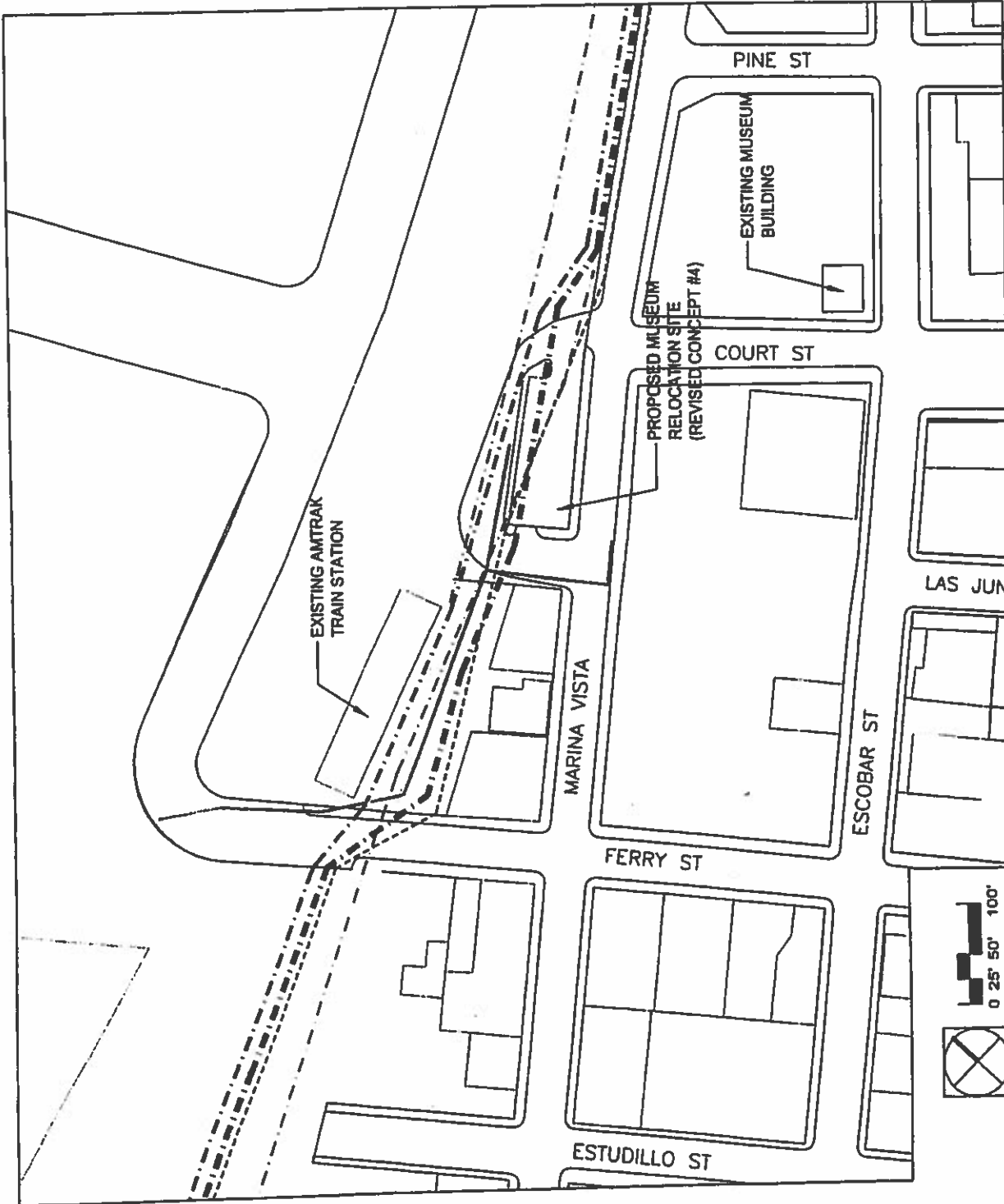
# Downtown Martinez

## Existing Easements & Utilities

LEGEND:

-  12" FUEL OIL LINE
-  8" FUEL OIL LINE
-  CITY STORM DRAIN LINES
-  TELEPHONE CONDUIT
-  ABANDONED FUEL OIL LINES

Note: All utility locations shown on this map are approximate. The locations were based upon City Engineering Maps.

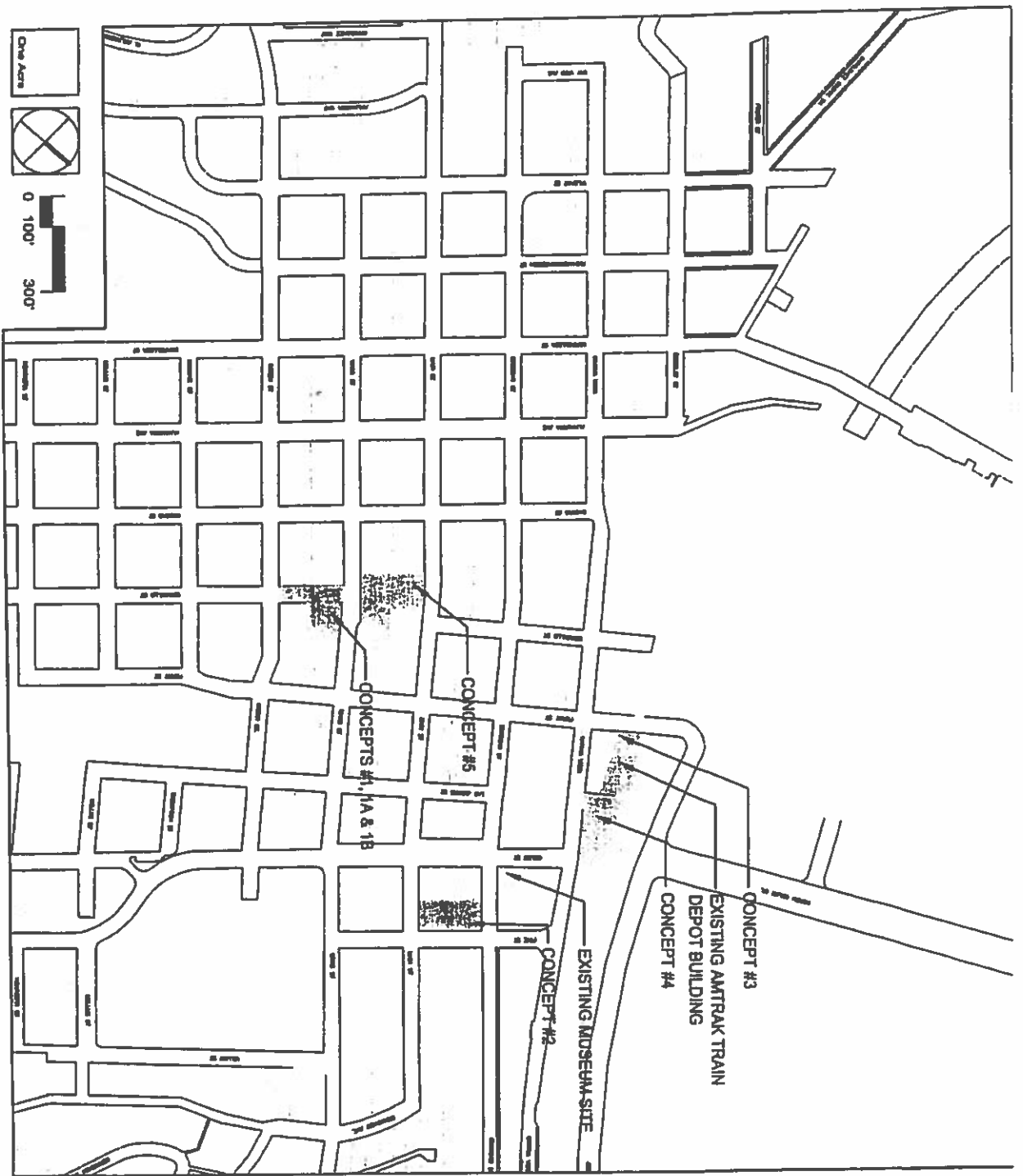


# Downtown Martinez

## Conceptual Museum Relocation Alternatives

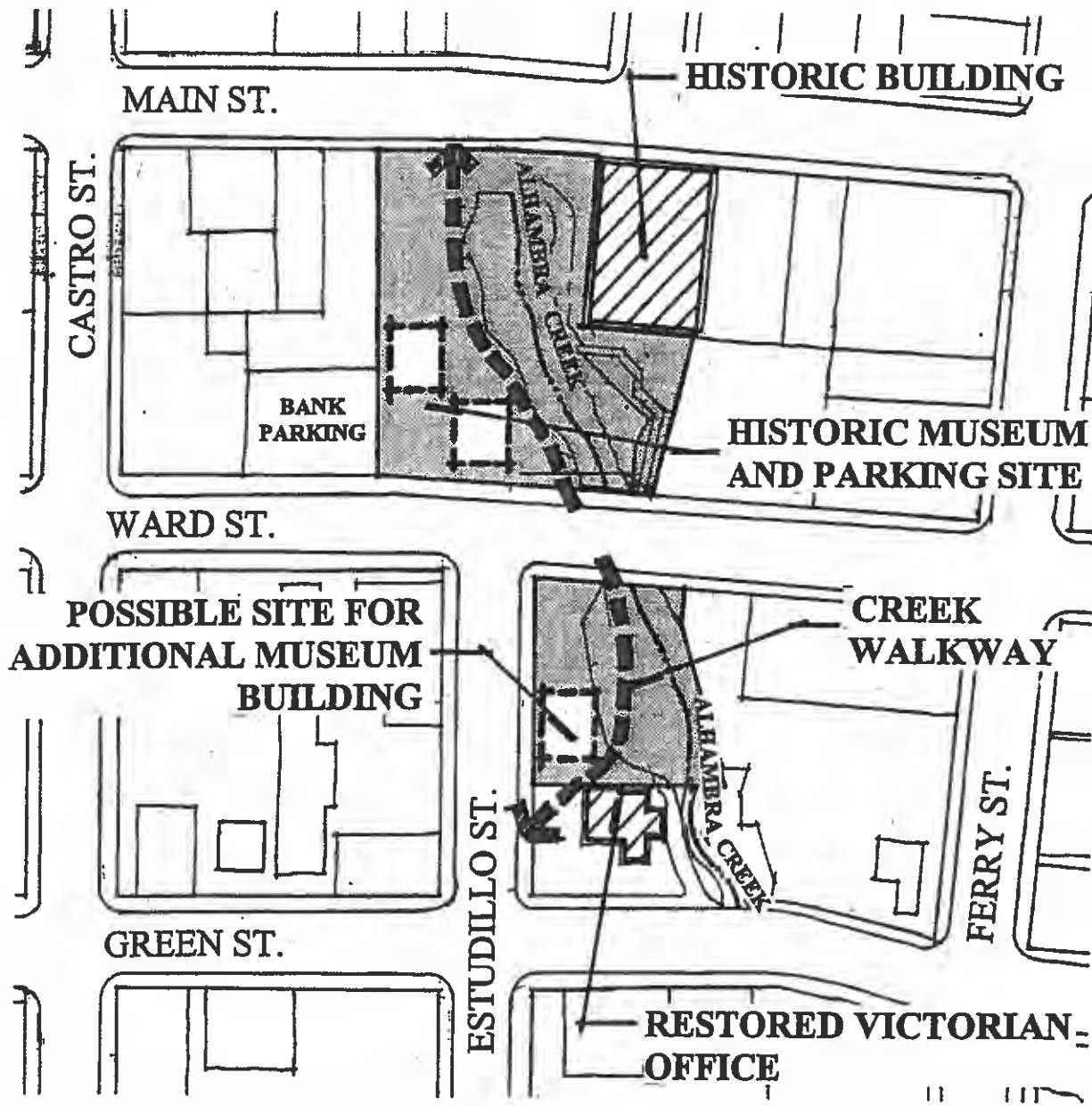
### LOCATION OF CONCEPTS:

- #1, 1A Existing City Parking Area at SE corner of the Ward & Estudillo Streets Intersection.
- #2 Abandoned County Jail Site behind existing County Finance Building at SW corner of the Pine & Escobar Streets Intersection.
- #3 Existing Amtrak Parking Lot at Ferry Street adjacent to Train Depot.
- #4 Existing City Parking Lot & Amtrak Bus Turnaround at Mainra Vista & Las Juntas Street.
- #5 New City Plaza & Alhambra Creek Channel Improvements at Main Street.





# Historic "Riverwalk" History Museum Concept Plan



**THE PLANNING  
COLLABORATIVE**

PIER 33 NORTH SAN FRANCISCO CA 94111 TEL 415 398 8197 FAX 398 3381  
JEFFREY A. GROTE, AICP, ASLA CA LA LIC. NO. 3433

July 2000

# Downtown Martinez

## Existing Flood Zones

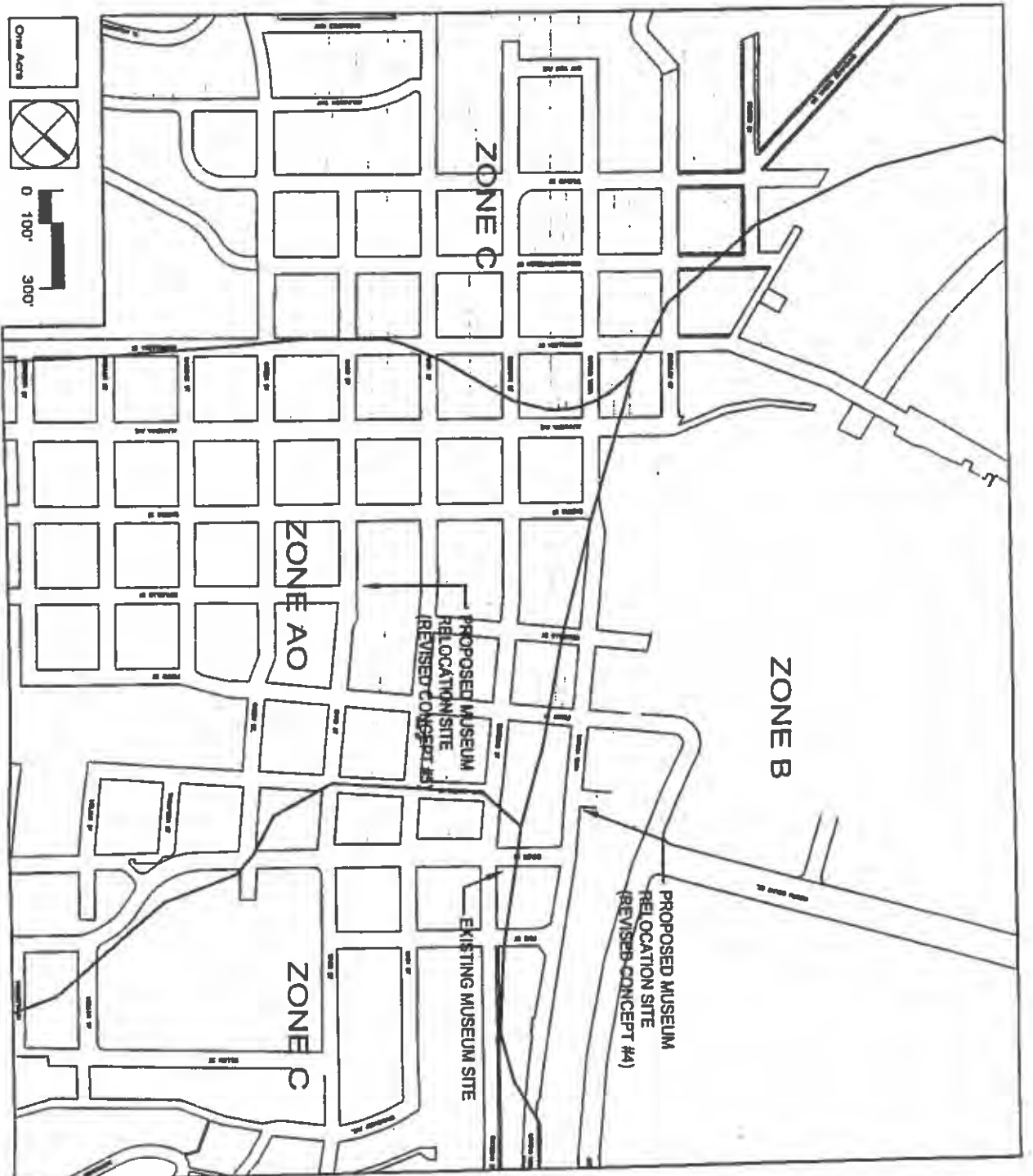
### LEGEND:

**Zone AO** Areas of 100-year shallow flooding where depths are between one and three feet; average depths of inundation are shown, but no flood hazard factors are determined.

**Zone B** Areas between limits of 100-year and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.

**Zone C** Areas of minimal flooding.

**Note:** The following zones on this map have been transcribed from maps prepared by County staff, published March 15, 1978 and transcribed from FEMA Flood Insurance Maps (date unknown). All flood zone information is approximate.





**ASSOCIATED INDUSTRIAL DESIGN**  
 P.O. BOX 327, MARTINEZ, CALIFORNIA 94553  
 PHONE: (925) 372-7300 FAX: (925) 372-7301

**DRAFT**  
 06-22-09

**RESTORATION OF THE OLD MARTINEZ DEPOT  
 PLAN A (alpha)**

**INTENT:**

The City of Martinez (City) intends to retrofit the original train (depot) for use as a museum annex and other City functions to be determined. Possibilities are listed in appendix A, attached that was prepared by others. The depot building restoration may need to be phased to accommodate the availability of funding.

The building will not be occupied until all modifications required have been made in compliance with all codes and regulations as required for health and safety. This, then, is a tentative "plan" to provide for the eventual occupancy of the depot.

All new Architectural & Engineering (A & E) documents generated will be in full compliance with all health and safety regulatory (codes) and cost, with specific attention to fire safety & handicap access regulations. The City will receive generating documents on regular intervals review, comment and input.

**A. Generate initial preliminary engineering documents:**

1. Existing floor and surrounding site property plan drawing.
  - Necessary reference for occupancy planning, load bearing and foundation locations for a starting restoration.
2. New floor plan to provide for new anticipated occupancy.
3. Existing structural bearing wall floor plan to locate possible existing foundations.
  - Attempt evaluation of foundations by the indications of bearing wall distress.
  - Review the foundations probable footing size for the gravity loading.
4. New lateral loading resistive plan considering the existing foundations @ 3 above.
  - Review the capacity of the probable foundations for the added lateral loading.
5. New foundation plan of the existing and /or new.
  - Structural design for added lateral foundations, if required, with consideration for placement feasibility and cost.

**B. BENCHMARK:**

Initial structural review could reveal that the existing foundations are marginal or inadequate for gravity or added lateral loading. Total new foundations could be required. This Plan A could then require a Plan B at this point. Plan B could require moving the building in part or total to the South side to remove or abandon the existing foundations and construct all new to the current code and construction standards. See Plan B (brovo). If not, proceed.



# AID

**ASSOCIATED INDUSTRIAL DESIGN**

P.O. BOX 327, MARTINEZ, CALIFORNIA 94553

PHONE: (925) 372-7300 FAX: (925) 372-7301

DRAFT

06-19-09

## RESTORATION OF THE OLD MARTINEZ DEPOT

### PLAN B (bravo)

#### INTENT:

The City of Martinez (City) intends to retrofit the original train (depot) for use as a museum annex and other City functions to be determined. Possibilities are listed in appendix A, attached that was prepared by others. The depot building restoration may need to be phased to accommodate the availability of funding.

The building will not be occupied until all modifications required have been made in compliance with all codes and regulations as required for health and safety. This, then, is a tentative "plan" to provide for the eventual occupancy of the depot.

All new Architectural & Engineering (A & E) documents generated will be in full compliance with all health and safety regulatory (codes) and cost, with specific attention to fire safety & handicap access regulations. The City will receive generating documents on regular intervals review, comment and input.

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  - Review the capacity of the probable foundations for the added lateral loading.
5. New foundation plan of the existing and /or new.
  - Structural design for added lateral foundations, if required, with consideration for placement feasibility and cost.

#### B. BENCHMARK:

Initial structural review reveals that the existing foundations are marginal or inadequate for gravity and added lateral loading. Total new foundations would be required. Plan B would require moving the total building or in part to the South side open area to remove or abandon the existing foundations and construct all new to the current code and construction standards



## Information & Participation Form

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ ST \_\_\_\_\_ ZIP \_\_\_\_\_

Phone (Work or cell) \_\_\_\_\_ (Home) \_\_\_\_\_

E-mail \_\_\_\_\_

Organization Affiliation (Optional) \_\_\_\_\_

Title (Optional) \_\_\_\_\_

I would like to be included on the John Muir Festival Center newsletter distribution list to receive news, updates and meeting notices.

I would like to arrange for the JMFC Vision to be presented to my organization.

I prefer to be contacted via:

- E-mail
- Phone (work or cell)
- Phone (home)
- U.S. Mail

I am interested in finding out more about participating on the following Phase I Capital Campaign Committee/s:

- Government Funding**
- Corporate/Small Business Funding**
- Private Foundation Funding**
- Lead/Major Individual Donors**
- Community Campaign (individual donors)**
- Special Events**
- Communications**

I have the following suggestions and ideas to help ensure the successful realization of the John Muir Festival Center vision:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Thank you very much for your interest and participation!*

**City of Martinez    Willows Theatre Company    National Park Service**  
**John Muir Memorial Association    Martinez Historical Society**

Martinez Historical Society  
General Meeting  
July 12, 2003

President Richard Patchins called the meeting to order at 5:00 p.m. at Max Horn's farm in Martinez. He reminded members to watch their mail for the fundraising request letter for our \$25,000 commitment for JMFC. THINK GENEROUSLY!!!!

Leah Caldarazo—Program Chair—introduced Max Horn. Max discussed the Portuguese heritage and influence in the Bay Area. He showed us some historical instruments. He then discussed dance and with the help of some members, he demonstrated some of the steps and explained the music. We also had the opportunity to see the doll collection and to tour the farm. Good food and friendship was shared by all the members in attendance!!



### JMFC Capital Campaign Committees

Committee	Chairperson	Description	Volunteers
Special Events		1-2 Major Fundraising Events/Yr.	
Government		Identify Potential Sources Advocacy to Ensure Funding	Prop. 40: Carol Hatch, Barbara Grant, Diane Shepp TOT: Kitty Dyer
Corporate and Business		Identify, Research, Cultivate Small and Large Business Support Naming Opportunity Possible Match / Challenge	Dennis Woodward
Foundations		Identify, Research and Write Grants	
Individual Giving - Lead		\$2,500,000 or More 100% Board Participation Naming Opportunity Possible Match / Challenge	Corrine Moller
Individual Giving - Major / Special		\$25,000 to \$1,000,000	
Individual Giving - Community / General		\$25 to \$10,000 Friends of Direct Mail Telemarking	

**Subj: JMFC Steering Committee Meeting Minutes 2-11-03**  
**Date: 2/20/03 5:45:13 PM Eastern Standard Time**  
**From: Afholtz@aol.com**  
**To: [RRRezak@aol.com](mailto:RRRezak@aol.com), [MGVADICK@aol.com](mailto:MGVADICK@aol.com), [Steephillmtz](mailto:Steephillmtz), [dave@murphymckay.com](mailto:dave@murphymckay.com),  
[Glenn\\_fuller@nps.gov](mailto:Glenn_fuller@nps.gov), [gabriel\\_a\\_jay@ml.com](mailto:gabriel_a_jay@ml.com), [bbarley@techsynergy.com](mailto:bbarley@techsynergy.com),  
[andy@willowstheatre.org](mailto:andy@willowstheatre.org), [rich@willowstheatre.org](mailto:rich@willowstheatre.org), [catalano@cityofmartinez.org](mailto:catalano@cityofmartinez.org),  
[itool@cityofmartinez.org](mailto:itool@cityofmartinez.org), [rpearson@cityofmartinez.org](mailto:rpearson@cityofmartinez.org)**  
**File: JMFC Steering Committee Meeting notes 02-11-03.doc (113152 bytes) DL Time (44000 bps): <**  
**1 minute**

Minutes are attached in Word Format - also embedded in text below.

**NEXT MEETING: Tuesday, March 11, 4:30 P.M. at the John Muir NHS Visitor's Center**

Andrew F. Holtz  
 Managing Director  
 Willows Theatre Company  
 1425 Gasoline Alley  
 Concord, CA 94520  
 (925) 798-1824 x18  
[andy@willowstheatre.org](mailto:andy@willowstheatre.org)

**Steering Committee**  
**Meeting Notes**  
**February 11, 2003 4:30 P.M. John Muir NHS**

**Attendees**

Gabriel Jay, John Muir Memorial Association  
 Glenn Fuller, NPS  
 Bob Rezak, Willows Theatre Company  
 Rich Elliott, Willows Theatre Company  
 Andrew Holtz, Willows Theatre Company  
 Dave McKay, Willows Theatre Company  
 Bill Barley, Willows Theatre Company  
 June Catalano, Martinez City Manager  
 Absent  
 Dick Duncan, Martinez Historical Society  
 Richard Patchin, Martinez Historical Society  
 Joann Tool, City of Martinez  
 Richard Pearson, City of Martinez

**Update on 90-Day Key Milestones (1Q03)**

- " Create JMFC, Inc. Bob, Andy, Rich
- o Bob drafted By-Laws and Incorporation Papers
- o Andy, Bob and Rich reviewed draft
- o Dave presented a proposed Org Chart
- o The governing structure was discussed at length and the following was agreed:

**Governing structure of JMFC Inc.**

1. Each of the four partner organizations will appoint a "delegation" of one to five members to the Board of Trustees of JMFC, inc.



2. Each of the four partner organizations will have one vote each
3. Motions must pass with a minimum of three votes

- o Andy will incorporate this language in the By-laws and present a draft at the next Steering Committee meeting
- o Andy will run this by his Attorney brother for legality

" Obtain \$100K in seed funds for JMFC, Inc.

- o \$25K has been committed by both the JMMA and the Willows Theatre Company
- o Glenn Fuller will formally request \$25K from the City of Martinez at the 3/5/03 Council Meeting (June to put on Agenda)
- o Rich will follow-up with the Martinez Historical Society to determine their ability and willingness to contribute \$25K
- o Once the funding is committed it will be deposited into a JMFC account at Wells Fargo Bank in Martinez

" Hire Executive Director for JMFC, Inc.

- o Andy will continue to collect names and resumes through personal contacts (anyone having a potential candidate should have them forward their resume to Andy)
- o Andy will draft a job description for formal interviewing process after JMFC, Inc. is official incorporated
- o A search committee will be formed to oversee the process (suggested potential members: June Catalano, Andy Holtz, Bill Barley, Carol Hatch, Glenn Fuller, Don Denton, Rob Pike, Steve Leshner, Rob Schroder, Richard Pearson, Jim Thelan, Peggy Marshburn, Kathleen Odne)

" Set up offices for JMFC, Inc.

- o It was agreed by all that locating the offices temporarily at the Willows Theatre Company offices was acceptable until the Train Depot renovation was complete due to the fact that the Willows already has voice mail, e-mail, database-network and other infrastructure in place

**Important Dates:**

Next Steering Committee Meeting: Tuesday, March 11, 2003 4:30 P.M. Muir Home Visitors Center, Martinez

JMFC Fund-Raising Event: Saturday, March 22, 2003 5:30 - 8:30 P.M. Home of Dr. Rob Pike, Martinez

Earth Day/Tree Planting Community Day: Saturday, April 12, 2003 Martinez Waterfront Park

Next Community Meeting: Tuesday, April 22, 2003 7:00-9:00 P.M. Shell Clubhouse, Martinez

Subj: **Articles of Incorporation Draft**  
Date: 2/25/03 4:55:59 PM Eastern Standard Time  
From: Willowsth@aol.com  
To: JdeGTool@aol.com, andy@willowstheatre.org (Andy Holtz), dave@murphymckay.com,  
Glenn\_Fuller@nps.gov, Bbarley@techsynergy.com, Afholtz@aol.com, Willowsth@aol.com,  
gjay@pclient.ml.com, MGVADICK@aol.com, jtool@cityofmartinez.org,  
rpearson@cityofmartinez.org, dirmainstmartinez@earthlink.net, jcatalano@cityofmartinez.org,  
RRRezak@aol.com, gabriel\_a\_jay@ml.com, Steephillmtz  
File: **Articles of Incorporation Draft 1.doc** (30720 bytes) DL Time (44000 bps): < 1 minute

For discussion at next Tuesday's meeting.

Rich

Articles of Incorporation

of

John Muir Festival Center

a California Public Benefit Corporation

ONE: The name of this corporation is John Muir Festival Center.

TWO: This Corporation is a nonprofit public benefit corporation and is not organized for the private gain of any person. It is organized under the Nonprofit Public Benefit Corporation Law for charitable purposes. The specific purposes for which this corporation is organized are to develop and conduct programs and activities that provide the public a world class cultural, educational and historic experience relating to John Muir. The programs and activities will be designed to interpret, celebrate, and communicate the significant conservation and environmental work of John Muir as well as his life in his hometown of Martinez, California, where his residence is preserved as a national historic site under the National Park Service. Activities and programs for the public include, but are not limited to, publication of educational materials; lectures; maintenance of a historical resource center for use by the public; tours, and presentation of musical and dramatic performances.

THREE: The name and address in the State of California of this corporation's initial agent for service of process is Richard Elliott, 1425 Gasoline Alley, Concord, CA 94520.

FOUR: (a) This corporation is organized and operated exclusively for charitable, educational and literary purposes within the meaning of Section 501(c)(3) of the Internal Revenue Code.

(b) Notwithstanding any other provision of these Articles, the corporation shall not carry on any other activities not permitted to be carried on (1) by a corporation exempt from federal income tax under Section 501(c)(3) of the Internal Revenue Code or (2) by a corporation contributions to which are deductible under Section 170(c)(2) of the Internal Revenue Code.

(c) No substantial part of the activities of this corporation shall consist of carrying on propaganda, or otherwise attempting to influence legislation, and the corporation shall not participate or intervene in any political campaign (including the publishing or distribution of statements) on behalf of, or in opposition to, any candidate for public office.

FIVE: The names and addresses of the persons appointed to act as the initial Directors of this corporation are:

Name	Address
David McKay	1425 Gasoline Alley , Concord, CA 94520
Willam Barley	1425 Gasoline Alley , Concord, CA 94520
Richard Elliott	1425 Gasoline Alley , Concord, CA 94520
Andrew Holtz	1425 Gasoline Alley , Concord, CA 94520
Robert Rezak	1425 Gasoline Alley , Concord, CA 94520
Gabriel Jay	PO Box 2433 Martinez, CA 94553
Charles Shaver	PO Box 2433 Martinez, CA 94553
David Blackburn	4202 Alhambra Ave Martinez, CA 94553
Glenn Fuller	4202 Alhambra Ave Martinez, CA 94553
Richard Patchin	1005 Escobar St. Martinez, CA 94553
Alice Alderette	1005 Escobar St. Martinez, CA 94553
Leah Calderazzo	1005 Escobar St. Martinez, CA 94553
Richard Pearson	525 Henrietta Ave Martinez, CA 94553
June Catalano	525 Henrietta Ave Martinez, CA 94553
Joann Tool	525 Henrietta Ave Martinez, CA 94553

SIX: The property of this corporation is irrevocably dedicated to charitable, educational, and literary purposes and no part of the net income or assets of the organization shall ever inure to the benefit of any director, officer or member thereof or to the benefit of any private person.

On the dissolution or winding up of the corporation, its assets remaining after payment of, or provision for payment of, all debts and liabilities of this corporation, shall be distributed to a nonprofit fund, foundation, or corporation which is organized and operated exclusively for charitable and educational purposes and which has established its tax-exempt status under Section 501(c)(3) of the Internal Revenue Code.

We, the above-mentioned initial directors of this corporation, hereby declare that we are the persons who executed the foregoing Articles of Incorporation, which execution is our act and deed.

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

\_\_\_\_\_  
Director

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Director

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Director

\_\_\_\_\_  
Director

March 2, 2003

Meeting at the Depot for walk-through and explanation of John Muir Festival Center, Inc.

Richard Elliott - Willows

1425 Gasoline Alley, Concord 925-798-1824 Cell: 925-997-5041; rich@willowstheatre.org

Andy Holtz - Willows

Richard Patchin - MHS

Leah Caldarazzo

Ernie Holter

Mimi Mendivil

Jeanne Hilson

Alice Alderette

Barbara Chambers

Jackie Heath

Annie Martin

Dudley & Jackie Knisley

Marlene Thompson

Kathy & Bob Yates

Kathie Parker

*Jerry Coverts*

4 entities have come together with a common goal of capital funding. The four groups are:

Martinez Historical Society

City of Martinez (Richard Pearson)

John Muir Memorial Association/National Park Service

The Willows

These four will form a non-profit Corporation: John Muir Festival Center, Inc. Each member will have from one to five representatives on the Board of Directors but will have only one vote each. Resolutions etc, will pass with a 3/4 majority. Target is fundraising for 4 projects:

Renovation of Old Depot

John Muir Site

New Willows Theater & Parking Structure

Amphitheatre

First order of business is to hire a top Administrator who will be charged with raising funds by means of grants and applying for State & Federal funds. The four participating members will each be asked to raise \$25,000 seed money by the end of 2003 for the hiring of this administrator for the first year. Following the first year the administrator will be responsible for raising enough money to pay him/herself for the following years as well. The original budget was \$21.5 M with \$1.6M for Depot. Target date for completion of projects is 2007.

#### DEPOT (Conceptual)

Building needs complete renovation. Will have to be gutted and hazardous materials removed. Needs seismic retrofit. Proposed second story tower will include steel support structure. Additional goal will be to acquire building at Southeast corner of current parking lot, possibly to raze. Parking lot etc. will become a plaza with a separate entrance to the Museum portion of the Depot (Eastern 3/5 of current structure (25'x 80' approx 2000 Sq. ft.) Front of Depot (current waiting room and ticket counter) will be retail (gift shop), Willows Box office with a separate entrance on western end of depot. Behind ticket office w/be Willows offices. Between Willows

front & Museum back will be a common meeting room (approx 25' x-25') to be used by either group for meetings, classes, general gatherings etc; It will also have a separate entrance on the south (from proposed plaza).

## FUNDRAISING

- \$25,000 X 4 seed money = 100,000K
- Cocktail Party Fundraisers: two parties scheduled at private residences; by invitation only to prospective contributors. 2 levels of contribution: Benefactor -\$500 or Founders' Circle \$100. Dollars will be allocated to each entity per donor; ie, KP would be for MHS. Scheduled: 3/22/03 6-8PM at Dr. Pike's and 7/19/03 6-8PM
- Fundraising idea for MHS - 4<sup>th</sup> of July Fireworks show at Marina VIP seating. Using 1000 chairs in amphitheater (from Willows) wine & beer kiosks and hot dog booth etc. and a band and charging \$5 - \$6 per seat, could raise \$5,000+ (need to have major donations or discounts on sales items and a free band. (Maybe Spinning Wheel - very Americana.)

Willows can help with fundraising ideas.

The Martinez Historical Society has to publicize this whole development. A letter to the Members which includes asking for help in fundraising efforts should be put in the next newsletter. A list of resources: influential members , possible corporate donors, etc. should be compiled along with other ideas for fundraising.

Some possibilities:

Alice Alderette  
Jeanne Hilson  
Wilma Telfer  
Steve Leshner - Shell  
Kitty Dyer - John Muir Inn (Huge supporter of Willows)

?? Next meeting of JMFC steering committee is on 3/11/03 at 4:30PM at the Muir Home Visitors Center following the Fiscal working group meeting at 3:30.

?? MHS has to indicate that they are on board .

JMFC Community Meeting at Shell Clubhouse on 4/22/03. Time?? 7p. m.

Martinez Historical Society  
Board of Directors Meeting  
March 10, 2003

The meeting was called to order by President Richard Patchin at 6:20p.m.

Board members present were: Richard Patchin, Leah Caldarazzo, Ernie Holter, John Curtis, Marlene Thompson, Mime Mendivil, Annie Martin, Kathy Yates, Alice Alderette, and Paul Krintz. Absent were: Jackie Heath, Barbara Chambers, Dudley Knisley, Jeanne Hilson, and Josie Franck. Guests were: Kathy Parker and Dick Duncan.

The minutes of the last meeting were read and approved.

Treasurer's report: Union Bank (3/4/03).....\$28,080.59  
Bay View (2/13/03)..... \$40,771.15  
Fidelity (12/31/02).....\$17,838.08  
  
Crab feed (2/5/02).....\$4,345.57  
Crab feed (2/22/03).....\$4,668.18

In the nine years we have been having the crab feed this is the most we have ever made. The Boy Scouts were great as servers. After the crab feed 44 thank you notes were sent out.

Directors report : Justine reported on all of the new accessions we have received during the month. She also reported that several people came in to do research and that several people had asked for information to be sent to them. The museum also received 7 boxes of files from the City of Martinez.

Correspondence: The usual notices, newsletters, and flyers were put out for anyone to look at.

Old Business: Two documents were passed out (JMFC Steering Committee Meeting Minutes of 2/11/03, and The Articles of Incorporation ,draft). The minutes of the March 2, 2003 Old Depot walk through were also passed out. Discussion followed about whether to join the JMFC (John Muir Festival Center) group with the City of Martinez, John Muir Memorial Association, National Park Service and The Willows. After much discussion a motion was made by Paul Krintz and seconded by Leah Caldarazzo to become a partner with the JMFC group.

A motion to adjourn the meeting at 7:50p.m. was made by Annie Martin and seconded by Ernie Holter. The next meeting will be held on April 8, 2003.

Marlene Thompson  
Acting Secretary

# The John Muir Festival Center (JMFC)

## White Paper

Draft 3

This white paper provides background information on the now defunct John Muir Festival Center (JMFC).

The purpose of the JMFC was to turn Martinez into a cultural destination based upon a John Muir theme. The model was Ashland, Oregon with its Shakespeare theme. This concept was proposed by the Willows Theater -- a non-profit organization which later went bankrupt and ceased operations.

The mission of the JMFC was to bring together the following four partnering organizations to provide each other with mutual support and assistance as they pursued their individual projects:

1. **The Willows Theater.**  
Project: A performing arts theater and supporting facilities.
2. **The Martinez Historical Society.**  
Project: The restoration of the Old Train Station and its conversion to a museum.
3. **The John Muir Association/National Park Service.**  
Project: a new visitors center at the John Muir Park Site.
4. **The City of Martinez.**  
Project: Amphitheater in Waterfront Park.

The JMFC began as an ad hoc committee around 2001. In July of 2003 the JMFC was incorporated as a non-profit. Each of the above four organizations provided three board members for a total of 12. Each organization contributed \$25,000 to create a \$100,000 pool of funds with which to begin operations.

In the fall of 2003, an executive director was hired. It was her role to raise additional funds to cover both her own salary and other JMFC expenses. She was unable to do this and resigned within 9 months. Due to lack of funds, the JMFC continued operations with volunteer labor only.

The three board members from the City resigned after consulting with City Counsel. At a later date, the remaining board members objected to the JMFC concept because it imposed an additional burden of board/committee meetings on busy representatives from the partnering organizations which agreed that the JMFC did not "add value" to their goals of completing their organization's individual projects.

The JMFC board concluded that the four partners were capable of communicating, coordinating and assisting each other with their individual projects without the administrative burden of doing so through a new non-profit (the JMFC). By the end of 2008, JMFC operations had largely ceased. After three years of inactivity, the corporation was unwound and dissolved in December of 2011.

The JMFC vision of replicating the Ashland (OR) model by using naturalist John Muir instead of Shakespeare was a noble one. However, establishing a new non-profit (the JMFC) as a model for executing the vision did not work out. Questions about the individual projects that the JMFC was supporting should be addressed to the following parties:

1. Campbell Theater & Kinney Building: Carol Hatch.
2. Old Train Station: John Curtis.
3. New John Muir Visitors Center (not built): Cathy Ivers.
4. Amphitheater: City Recreation Department.



# HISTORIC TRAIN STATION RENOVATION PROJECT

## INDOOR DEPOT

- Museum
  - Large item display space (fire truck, carriage, Italian fishing boat, canning machinery)
  - Display space for smaller items.
  - Space for glass cases to house the smallest & most valuable items.
  - Curatorial storage area – for artifacts not currently on display.
  - Curatorial workshop
  - Museum office
- Research Library<sup>1</sup>
  - Shelving for books
  - Space for file cabinets, map drawers & shelving for archive boxes & tubes.
  - Archival storage area – for valuable documents & photos (Fire proof & water proof).
  - Research room with space for:
    - The microfilm reader-printer
    - The photocopy machine
    - The computer, printer, scanner & other peripheral devices.
  - Reading room.
- Model train area.
- Compressor for cannery whistle.
- Historic one stroke engine, belt & appropriate belt-operated machine.
- Ethnic dances of Martinez
  - 20 x 20 Storage area for historic ethnic dance records, choreography & costumes.
  - 22 x 22 for historic dance classes.
- Educational Center (required by House Transportation Bill)
  - Stage & audience area of sufficient size to accommodate at least one school class.
  - Historic costume storage area & changing rooms for school children.
  - Craft room for school children.
  - Display space for child-oriented artifacts.
  - Cannery whistle switch (whistle mounted outside) + cannery, display area.
  - Interactive historical items: \_\_\_\_\_
- Entrance/circulation
  - Single entrance door for the public.
  - Entrance design which allows for monitoring of museum area by one docent, if necessary.
  - Docent desk next to the entrance.
  - Visitor chairs next to the docent's desk.
  - Ability to close off museum area from rest of Train Depot building.
  - One small genderless bathroom in museum area.

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<sup>1</sup> This assumes that more space for these functions can not be created at the Borland House.

- c. August 7, JMFC event—every should have received their invitation
  - d. September 9 and 10, "Whatchamacallit" sale—turn in items you want to give; call Thelma
  - e. October—Plaque for building?—Mary Lou was given the list of potential buildings. John will check with her so we can order plaque.
4. Publications—Ruth, Paul, Richard, John
  5. Membership—Ernie Holter
    - a. Umbrella, Table, and table cover issues—Kathy Yates and Leah are looking at catalogues to decide on table covers
    - b. What events do we need a membership table—Max Horn, Ranch Days, and Walking Tours
    - c. Motions to amend bylaws in order to change membership dues (see attached). Motion made and second to accept Resolution of Board Directors, motion carried.
    - d. Renewal Information—Kathie Parker is doing her best with members that have dropped—46 have not renewed—Kathie will give Ernie the list.
  6. Website--no report
  7. Depot--n report
  8. Fire engine--no report
  9. Computer and photo policy—Paul Kraitz see attached recommendation  
Motion, made by Leah Calderazzo to accept Paul's recommendation to Purchase the computer, monitor, printer and scanner at Fry's; second by Mimi, motion carried.
  10. JMFC—Kathie Parker reported on the JMFC board meeting from 7/13/04.
    - a. Kathie reported on the grant work
    - b. She also informed us that we no longer have Diane Shepp as Executive Director of JMFC
    - c. JMFC needs a capital person—it needs to make sure they have the right person for the right job
    - d. Railroad station--Depot owner by City; they will have a short term agreement for current situation with Willows. Once renovated, there will be a new agreement that will also include MHS.
    - e. Aug. 20—Opening night of Mountain Days. Willows is asking that all board members from JMFC partners attend. They will have a reception after for the attending board members.
    - f. New quarter to be released in Jan. 2005 at John Muir home. The Governor will be invited; designer will be there. This could be a Potential fund raiser for JMFC and JMMA
    - h. 2005—Willows will have Sound of Music, Sacagawea, and Mountain Days at the amphitheater.
  11. Building—no report

## OUTDOOR DEPOT

- Platform extending eastward -- from the Depot's east freight door
- Tracks on north side of platform. Also possibly on south side.
- Rolling stock on north track – relocated from Train Park
- Newly-acquired flat car and other rolling stock on south track
- Plaza area
  - Located south of the Depot. Alternate location would be southeast of the Depot.
  - Audience area in plaza due south of flat car – which will double as an outdoor stage.
  - Gazebo for small concerts, weddings & other outdoor events

## WILLOWS THEATRE FACILITIES

- Offices
  - (to be defined by Willows)
  - \_\_\_\_\_
- Ticketing counter
  - (to be defined by Willows)
  - \_\_\_\_\_

Note: utilize as much of the historic SP ticketing facilities as possible.

## SHARED FACILITIES

- Gift shop (in old waiting room)
  - Merchandise displays
    - Willows
    - MHS
  - Other display space
    - Willows -- theatre brochures, etc.
    - MHS -- artifact display cases – to extent space is available.
  - Wall space for historic transportation photographs
  - Some historic passenger waiting benches.
  - Model railroad & train
- Renovated male & female restrooms -- in the old waiting room area.
- A meeting room – also available to community groups:
  - Conference tables & chairs
  - Pull-down projection screen
  - White board on wall
  - \_\_\_\_\_
  - Historic city photographs on walls.
- Kitchen – with sufficient facilities to support catered events.
  - Microwave oven
  - Full-size refrigerator
  - Conventional stove/oven combination
  - Sufficient counter or table space for caterer to work on
  - Sink & clean-up area.

## DESIRED FEATURES

- Vintage (or reproduction) indoor lights
- Wire for the future before enclosing the studs with an interior wall.
- Security system which meets the minimum requirements for visiting exhibits -- from the Smithsonian and other major museums.
- \_\_\_\_\_

Date: July 10, 2004 File: MHS - Projects 4 (July Agenda).doc

MARTINEZ HISTORICAL SOCIETY  
BOARD OF DIRECTORS MEETING  
Minutes for February 10, 2004

- A. The meeting was called to order at 7:00 p.m. by President John Curtis.

Members present: John Curtis, Leah Caldarazzo, Ernie Holter, Jeanne Hilson, Barbara Chambers, Kathie Parker, Annie Martin, Jackie Heath, Mimi Mendivil, Paul Krintz and Marlene Thompson. MaryLou Johnson and Executive Director Justine Selleck were also present.

Excused members Josie Franck and Alice Alderette.

- B. Motion to approve minutes of the January 13, 2004 meeting was made by Annie Martin, second by Leah Caldarazzo, motion carried.

C. Treasurer's report

Union Bank as of 2-10-04	\$26,648.54
US Bank as of 1-15-04	\$41,157.65
Fidelity Cash Reserve 12-23-03	\$17,985.99
JFMC	\$16,642.00
(+ \$2,850 on account with JFMC)	

- D. Director's Report (see attached)

E. Correspondence

1. Greeting from the Scott Anderson family
2. American Assoc. of Museums Newsletter
3. Lafayette Historical Society Newsletter
4. CA Historical Society Roundtable forum
5. Martinez Area Chamber of Commerce

F. Committee Assignments (per bylaws)

1. Program/Social—Leah Caldarazzo, Chair
2. Membership—Ernie Holter, Chair
3. Nominating—Paul Krintz, Chair
4. Landmarks (plaques)—MaryLou Johnson, Chair
5. Publications—Paul to ask Ruth Sutter or Richard Patchin to chair
6. Museum—Justine Selleck, Chair
7. Finance—Jeanne Hilson, Treasurer, consultant

Committee Assignments (ad hoc)

1. Website—Marlene, Chair
2. Depot—merge into JFMC for time being
3. Fire Engine—Paul Krintz, Richard Patchin, and Ernie Holter
4. Computer (and photo policies)—Paul Krintz, Chair
5. JFMC Fundraising—Kathie Parker

G. Committee Reports

1. Program/Social—Crab feed report below. March program will be about Mrs. Sprigs and her restaurant on March 13, 2004 at 1:30 Patchins. The

Speaker will be Milton Ritchie.

2. Membership—no report
3. Landmarks—Discussion regarding this year's plaque. Mary Lou Johnson giving direction to explore the following places for possible plaque placement:
  - a. Palace Store—715 Ferry St.—Oldest building in Mtz
  - b. State Theatre Building—800 Ferry St.
  - c. Old Mortuary—811 Ferry St.
  - d. PG&E (Coast Gas) 514 Ferry St.
3. Publications—the committee has been meetings every Thursday and is selecting the photos for the pictorial booklet.
4. Website—2 emails—1 asking about the walking tours; the other asking us add link to CA Historical Society.
5. Fire Engine—no report
6. Computer—no report
7. JFMC—we still need a little over \$5,000 to meet our commitment. We will catch up on completing phone calls. Discussion of additional fund raisers. Kathie Parker to follow up with Alice on of sports memorabilia possibility.  
No report from JMFC board meeting because it will be on Feb. 24, 2004 as a working retreat at the Eugene O'Neal house.

#### H. New Business

1. JFMC  
Suggestion that the Martinez Historical Society president be on the JMFC board representatives. John Curtis will replace Richard Patchin.  
JFMC subcommittees—MHS members
  - a. Special Events—Leah Caldarazzo, Kathie Parker, Marlene Thompson, Josie Franck, Kathy Yates, Annie Martin
  - b. Government—Paul Kraintz
  - c. Private Foundations—John Curtis
  - d. Individuals—Alice Alderette
    1. Lead (\$2.5 million +)
    2. Major (\$25,000 +)
    3. General (\$25.00 +)
  - e. Corporate & Business--?
2. New list of board of directors will be created and sent by President John
3. Preservation of Historic Downtown Buildings—Max Horne has been appointed to the committee to look into the seismic retrofitting of the un-reinforced buildings downtown.

- I. Adjourn—8:30, moved by Jeanne Hilson, second Ernie Holter, motion carried

THE NEXT BOARD MEETING WILL BE MARCH 9, 2004

Respectfully submitted,

2006

10. Depot—John Curtis
  - a. Photos received from State Railroad Museum—circulated to Board members
  - b. Richard Pearson reports that Feds will likely require exact restoration to one particular era. Circa 1915 version of depot is City staff preference.
  - c. City will issue RFP for consultant to do the NEPA (federal environmental review—a process likely to take 1 to 2 years.
  - d. John Curtis set up a meeting with John Hofer, Blaine Bonnacci, June Catalano, Richard Pearson, and Joanne Tool,

11. JMFC—Kathie Parker
  - a. Kathie reported that the strategic planning committee is working on what direction the will follow.
  - b. Theatre update—still raising funds. The July 3 Gala was a success. Still looking for a creative method of financing the Cabaret Theatre. Willows is not making fundraising commitment to Danville. Danville may be the substitute building to the Concord Willows site, the Cabaret will be an additional venue.

*Home tour Begins  
Funds go to Depot.*

12. Building—no report
13. Home Tour Committee—Alice Alderette will bring a sample brochure next month. Taking baby steps to get this project started with Marlene Haws. A sample brochure from Pacific Grove Home tour was passed around.
14. Historic Preservation—
  - a. Carolyn Boone agreed to chair; Marlene Haws agreed to co-chair.
  - b. Alice Alderette agreed to be on the committee; President John and Bill Wainwright will also attend the meeting
  - c. Meeting will be held in the next 30 days.
  - d. City's historic preservation goals are included in the Specific Plan (attached)
15. Disaster Preparedness Committee—Motion by Kathie Parker, second Annie Holter to form Ad Hoc committee; motion carried. Members are Andrea Blachman, Marlene Thompson, and President John Curtis.
16. Temporary Inactive/Unformed Committees and Vacant Positions—John Curtis
  - a. Nominating Committee—Paul Krintz and Barbara Patchin
  - b. Fire Engine Committee—Richard Patchin and Ernie Holter
  - c. Oral History Committee (digital transcription is a possibility)
  - d. Event Booth Coordinator
  - e. Public Relations or Marketing Director
  - f. Grant Writer

2006

- d. MHS Lecture series at the Martinez Community Senior Center begins on January 13, 2006.
    1. Jan. 13 — Andrea Blachman—Martinez Museum
    2. Jan. 27 —Kathy Yates—Hear Ye, Hear Ye, The Courthouses of Martinez
    3. Feb. 3 —Justine Selleck—Early Jewish Settlers of Martinez, the Blum Family and their influence in Martinez
    4. Feb. 1—Ruth Sutter—Louisiana Strenzel—the woman who brought a sense of community to Martinez
    5. Feb. 17—Bill Patchin and “Joyful Noise”—Martinez in the 1930’s through the eyes of local citizen
  - e. February 21, 2006—Tour de California—museum will be open, Andrea will look into coordinating times
4. Membership—we have already received over 100 membership renewals
  5. Publications—Committee will get back to meeting now that the holidays are over.
  6. Landmarks—We need to find a time or occasion to do the next plaque unveiling.
  7. Museum—Andrea Blachman—see attached report  
Andrea filled us in about the possibility to get some of the Forester items from the San Diego Maritime Museum. Motion by Paul Kraintz, second by Bill Wainwright to spend up to \$1500 plus tax for shipping the Forester items by flat bed from San Diego. Motion carried. Andrea will work on this acquisition. She will also contact Comcast-Local Edition to try to get publicity.
  8. Computer and photo policies—Paul Kraintz
    - a. Bray home movie project—Paul still working on—long, tedious project
    - b. Photo policy —Paul to bring back drafts of the policies that were presented to the board in May. Paul and Andrea will work to reproduce the photos that John Robinson may need for the Benicia Bridge book.
  9. Website—no report
  10. Depot—John Curtis reported that monthly meetings should begin soon with pertinent staff from MHS, Willows, and the City. Willows will need temporary office space for staff of 11 by the end of the year—may use the Depot.
  11. Fire Engine—no report
  12. JMFC—Kathie Parker reported on the retreat held on Jan. 9, 2006



## Proposition 84 Grant Application 2010

Background: Following the loss of the \$1.2 million federal earmark for restoration of the Old Train Station, the City attempted to obtain Proposition 84 funds to replace the unutilized federal funds which had been withdrawn by the House Transportation Committee. The Prop 84 grant application was not successful, however. The estimated cost to restore the Old Train Station at that time appears in the table below: \$2,450,000

<b>GRANT SCOPE ITEMS:</b>	
ACQUISITIONS: List each parcel number, acreage, estimated date of purchase, cost	<b>Estimated Cost</b>
DEVELOPMENT: List each RECREATION FEATURE and MAJOR SUPPORT AMENITY	
Renovate Historic Train Station	\$ 2,450,000
Install lights in the station parking lot	\$ 50,000
Renovate Athletic Field	\$ 646,300
Install field fencing and walkway improvements	\$ 52,600
Install stadium seating	\$ 393,800
Install sewer line to restrooms	\$ 174,200
Landscaping, windscreen and repairs	\$ 66,600
Construct Parking with lights	\$ 639,200
Improve and install paths of travel in park	\$ 70,200
<b>Total Estimated Cost for the RECREATION FEATURES and MAJOR SUPPORT AMENITIES</b>	<b>\$ 4,532,900</b>
<b>Total Estimated PRE-CONSTRUCTION COST</b>	<b>\$ 454,400</b>
<b>Total PROJECT Cost</b>	<b>\$ 4,997,300</b>
<b>Requested GRANT Amount</b>	<b>\$ 4,997,300</b>

# Notice of Preparation

To: Chairman,  
Citizen Advisory Commission  
City of Martinez

ment

Subject: Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement

## Lead Agency

Agency name City of Martinez Community Dev. Department

Street Address 525 Henrietta Street

City/State/Zip Martinez, CA 94553-2394

Contact Jean Mesick, City Planner

## Consulting (if applicable):

Firm Name Not yet selected

Street Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

Contact \_\_\_\_\_

The City of Martinez Community Development Department will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study ( is  is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but *not later than 30 days* after receipt of this notice.

Please send your response to Jean Mesick, City Planner at the address shown above. We will need the name for a contact person in your agency.

Project Title: Martinez Intermodal Project

Project Location: Martinez Contra Costa  
City (nearest) County

## Project Description: (brief)

The City of Martinez is proposing to develop an intermodal facility to allow for integration of automobile, train, bus, and ferry services. The project would be located on three sites and would include a new parking facility, improvements to the existing Amtrak station, and a new ferry terminal to accommodate a Martinez to San Francisco ferry service. This facility is intended to accommodate existing bus, rail and automobile needs, as well as expanded bus and rail services. Inclusion of the proposed new Martinez to San Francisco ferry service facility is an option. This project is proposed for funding from state, local, and federal sources.

Date November 30, 1992

Signature Jean Mesick

Title City Planner

Telephone 510-372-3515

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375. Revised October 1989y

# INITIAL STUDY AND CHECKLIST

Title of Proposal: Martinez Intermodal Project  
Date Checklist Submitted: November 5, 1992  
Agency Requiring Checklist: City of Martinez Community Development Department  
Agency Address: 525 Henrietta Street  
City/State/Zip: Martinez, CA 94553-2394  
Agency Contact: Jean Mesick, City Planner Phone: (510) 372-3515

## DETERMINATION

### On the basis of this initial evaluation

- a) I find that the proposed project *could not* have a significant effect on the environment, and

A NEGATIVE DECLARATION will be prepared .....

- b) 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 the *mitigation* measures described on an attached sheet have been added to the project.

A NEGATIVE DECLARATION will be prepared .....

- c) I find the proposed project *may* have a significant effect on the environment, and

AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT is required .....

Jean Mesick  
Signature

JEAN MESICK  
Print Name

City of Martinez  
For

November 30, 1992  
Date

only be provided by developing a three-story parking facility on a combined site composed of all three blocks (A, B, and C). This alternative would include elimination of the existing parking spaces at the Amtrak station and replacing them with ten bus bays. As with the proposed project, minor interior improvements would be made to the station.

Development of a new Amtrak station at the parking facility site would require construction of a new station near the center of the southern boundary of the parking facility site. No specific station design has been developed. This alternative would not require any alterations to tracks or other railroad facilities. It would require that the ten bus bays be developed in the new parking facility. This alternative would somewhat reduce the number of parking spaces possible on the proposed lot. Although no specific subsequent use is proposed as part of this alternative, the existing Amtrak station could potentially be converted to museum use.

Under both of these alternatives, the ferry service improvements would remain an option.

## **PROJECT IMPROVEMENTS**

### ***Parking Facility***

The proposed parking facility would consist of demolition of the existing warehouse and light industrial structures on the site and development of a paved 600-space parking lot. The existing steam train display on EBRPD land west of Ferry Street would have to be relocated. Ten bus bays also could be provided on the lot. Primary access to the site would be via Ferry Street. Emergency access would be provided via a western access point on Berrelesa Street. A second eastern access point may be provided as an emergency access or right-turn, exit-only roadway.

### ***Amtrak Terminal***

As described above, the project could include minor modifications to the existing Amtrak station. In addition, the existing parking spaces at the station would be converted to ten bus bays. If the ten bus bays are provided at the new parking facility, the existing parking at the Amtrak station could remain.

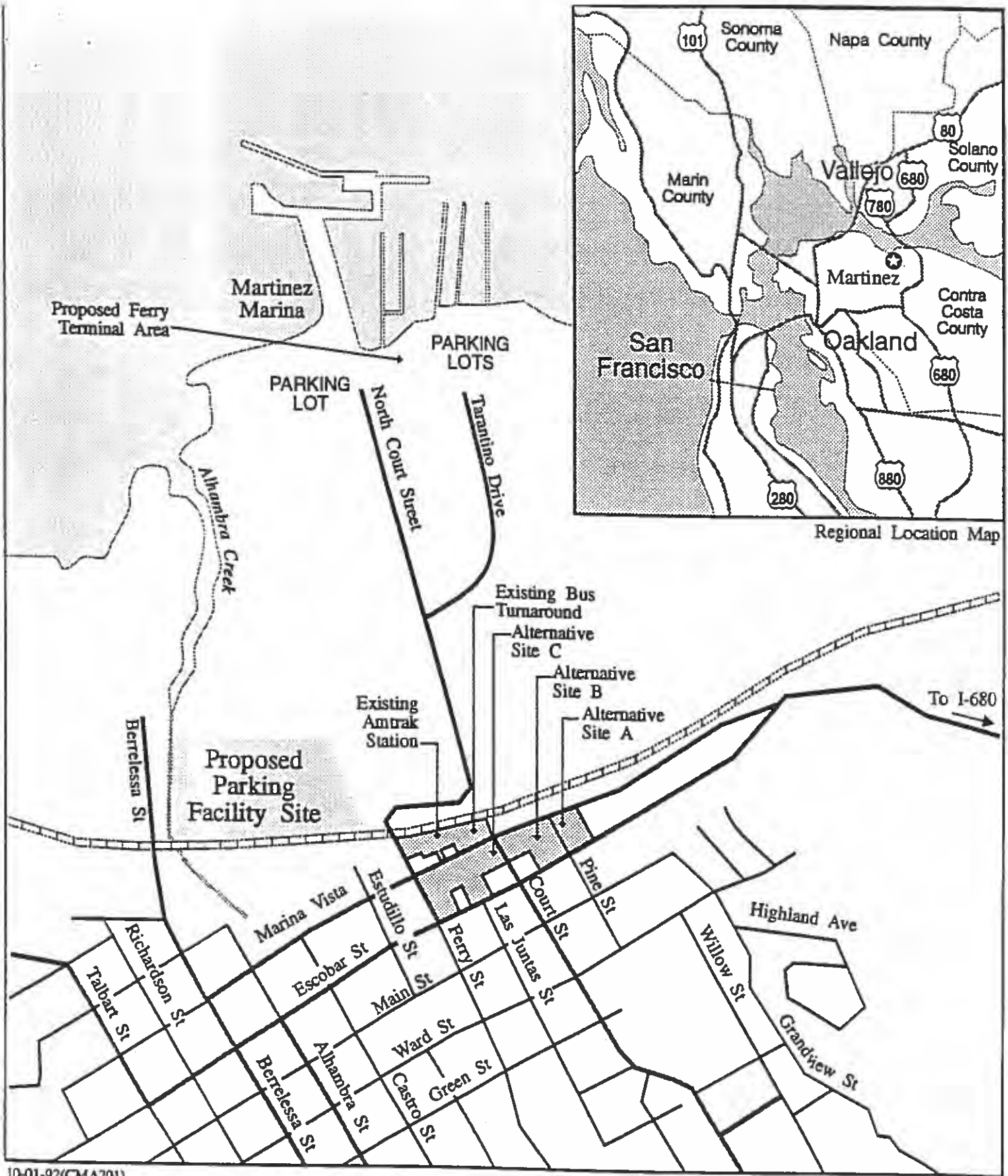
### ***Ferry Terminal***

The ferry terminal would consist of minor land-side improvements at the City's marina at the end of North Court Street. One 300-passenger vessel would provide the ferry service, and would be berthed at the marina. The vessel would be 35 to 40 meters long, with a beam (width) of about ten meters. Improvements would consist of a shelter with benches similar to bus shelters that would serve as a passenger waiting area, and a float and gangway from the existing marina dock. Ferry parking would be at the existing marina parking lot, with overflow parking at the proposed new parking facility. The current ferry service proposed would consist of one round-trip run each day from Benician/Martinez to San Francisco's Ferry Building. Each one-way trip would take about 55 minutes, with an average cruising speed of 35 to 38 knots, and a no-wake speed (to be used approaching and inside the marina) of 5 to 8 knots. Tickets would be sold from a ticket machine or by personnel on-board the ferry.

## **ALTERNATIVES**

Several alternatives have been considered for this project. These include three alternative sites and an alternative that relocates the Amtrak station to the proposed parking facility site, north of the Southern Pacific track.

The three alternative sites are shown in Figure 1. According to a feasibility study performed for these three sites, the necessary number of spaces could



10-01-92(CMA201)

Figure 1



**LSA**

Scale in feet



Project Location

## ATTACHMENT A - PROJECT DESCRIPTION

### *INTRODUCTION*

The City of Martinez is proposing to develop an intermodal facility to provide for integration of train, bus, ferry, and automobile services. This facility is intended to accommodate existing bus, rail, and automobile needs, a Benicia/Martinez to San Francisco ferry service, expanded bus and rail services. This project is proposed for funding from state, local, and federal sources.

### *PROJECT LOCATION*

The project could be located on any of three sites, as discussed below and shown in Figure 1.

#### *Parking Facility*

The preferred site to be developed as part of the project would be a 600-space parking lot on the parcel bounded by Berrelesa Street to the west, East Bay Regional Parks District (EBRPD) land and Ferry Street to the east, Marina Vista Street to the south, and EBRPD park and baylands to the north. The site is approximately 8.50 acres. Assessor's parcel numbers 373-030-016 and 017.

#### *Amtrak Station*

The project would include the option of converting existing passenger car parking at the Amtrak station to 10 bus bays. It also may include minor renovation of the interior of the Amtrak station (Assessor's parcel numbers 373-172-003, 004, and 005). The Amtrak station parcel is approximately one-third of an acre, and is bounded by the Southern Pacific tracks, Marina Vista, and Ferry Street.

#### *Ferry Terminal*

The project would involve minor land-side improvements at the end of the City's existing marina for the ferry terminal. The parcel, which includes the existing marina and marina parking area, is approximately 59 acres. Assessor's parcel number 373-040-003.

## ATTACHMENT B - ENVIRONMENTAL REVIEW

The following is a discussion of the potential environmental effects of the proposed project based upon items contained within the CEQA Environmental Checklist.

### *1. EARTH*

#### *a. Stability*

The parking facility and ferry terminal sites could potentially be subject to liquefaction which could be a hazard to vehicles and pedestrians.

#### *b. Disruption*

Minor grading would be required for the parking facility. This project would not result in any disruption, displacement, compaction or overcovering of the soil.

#### *c. Topographic Change*

No change in topography or ground surface relief features would occur with implementation of the project.

#### *d. Unique Features*

The development of the proposed project would not result in the destruction, covering or modification of any unique geologic or physical features, as no such features occur on any of the sites.

#### *e. Wind/Water Erosion*

Some increase in wind or water erosion of soils may occur as a result of the construction of the proposed project. Because of the generally flat topography of the sites, this is expected to be minimal.

#### *f. Deposition/Erosion*

The wake from the proposed ferry could result in shoreline erosion near the marina.



### *g. Geologic Hazards*

The proposed project could result in exposure of people using the facility and vehicles parked at the site to earthquakes, and ground failure (i.e., liquefaction). This would require further study in an EIR.

## *2. AIR*

### *a. Emissions*

Although the proposed project would result in a decrease in air emissions and an improvement in ambient air quality for the greater Bay Area, it would most likely result in increased air pollutant emissions and deterioration of air quality within the project area. Proposed facilities could also generate emissions of criteria air pollutants temporarily during construction. Local air quality would require further study in an EIR.

### *b. Odors*

The development of the proposed project could result in the creation of objectionable odors from increased vehicular and bus traffic within the project area. However, they are not likely to result in a significant impact.

### *c. Climate*

No element of the proposed project would be of sufficient scale or physical characteristics to result in the alteration of air movement, moisture, or temperature, or any change in the local or regional climate.

## *3. WATER*

### *a. Water Movement*

Facility development would not be of a design or at a location that could affect the currents or the course or direction of water movements.

### *b. Drainage*

The increase in impervious surfaces and the resultant run-off from the proposed intermodal facility would be minimal, as currently approximately two-thirds of the proposed site for the parking facility is developed and covered with impervious surfaces, and the ferry terminal and Amtrak station sites are fully developed.

*c. Flooding*

The development of the proposed project would not result in alterations to the course or flow of flood waters.

*d. Surface Water*

Although the project could increase runoff from some areas, its implementation would not result in a significant change in the amount of surface water in any water body.

*e. Water Quality*

Construction of the parking facility at the proposed site could alter water quality in runoff to the mouth of Alhambra Creek due to pollutants from vehicles (i.e., oil and grease). The ferry would introduce minor amounts of contaminants to the San Francisco and Suisun Bay waters. The significance of these impacts should be addressed in an EIR.

*f. Groundwater Flow*

Although the project could increase runoff from some areas, implementation would not substantially alter the direction or rate of flow of groundwaters.

*g. Groundwater Quantity*

Although the project would slightly decrease infiltration from the parking facility site, its implementation would not substantially affect the quantity of groundwater. No direct additions or withdrawals of groundwater would occur.

*h. Water Supplies*

A minimal reduction in the amount of water available for public water supplies might occur as a result of irrigation for landscaping of the proposed project.

*i. Water Hazards*

The proposed project would expose people and property to flood hazards as the parking facility and railway station are within Zone B, which encompasses 100-year to 500-year flood plains, and the ferry terminal is within Zone A1, which encompasses 100-year flood plains. Tsunamis (earthquake-induced sea

waves) will not present a significant hazard to the site as the wave runup at Martinez would be minimal.

#### 4. *PLANT LIFE*

##### *a. Changes in Plant Diversity*

No change in the diversity of species or number of species of plants would occur, as proposed development would be located in a primarily urbanized area.

##### *b. Reduction of Special Status Plants*

No reduction of the numbers of any unique, rare or endangered species of plants would occur as proposed development would be located in primarily urbanized areas.

##### *c. New Species Introduction*

Landscaping of the proposed site could potentially introduce new, non-native plant species to the site. No aspects of project development would result in a barrier to the normal replenishment of existing species.

##### *d. Agricultural Acreage Reduction*

No reduction of acreage of any agricultural crop would occur as a result of the proposed project, as no such crops exist on the sites.

#### 5. *ANIMAL LIFE*

##### *a. Changes in Wildlife Diversity*

No change in the diversity of species or number of species of animals would occur, as proposed development would be located in primarily urbanized areas.

##### *b. Reduction of Special Status Wildlife*

No species of wildlife considered unique, rare or endangered were found in the vicinity of the sites proposed.

*c. New Species Introduction*

Proposed facilities are not likely to present a barrier to the movement of any animals or introduce new animals to the site.

*d. Habitat Deterioration*

No deterioration to existing fish or wildlife habitat would occur as proposed development would be located in primarily urbanized areas.

**6. NOISE**

*a. Increased Noise*

Increased traffic on roadways in the vicinity of all the intermodal facility sites caused by the intermodal facility and the new ferry service could increase local noise levels. This should be addressed in an EIR.

*b. Noise Exposure*

The park and the residences on Berrelesa Street adjacent to the parking facility are the most sensitive areas to these increased noise levels. However, general increased traffic in the project area also could raise noise levels in the downtown commercial area. Additional noise created may go unnoticed as the existing noise levels from the trains are much higher. The impact of increased noise levels should be addressed in an EIR.

**7. LIGHT AND GLARE**

Light and glare at the proposed site could increase as a result of the development of the intermodal facility, which would include standard night lighting. As few sensitive receptors are exposed to this site, the impact would not be significant.

**8. LAND USE**

The designated land use for the sites proposed is "Special Study Area", indicating that each site need be examined individually to determine appropriate land use. As the proposed intermodal facility is consistent with existing zoning codes (see 23), the project would be considered generally compatible with designated land use and existing land uses in the area. It would be compatible with the parking option of the Preliminary Alhambra Creek Enhancement Plan (April 22, 1992), but would be inconsistent with the

marsh creation option. Depending on buffers provided, the project may degrade some of the park uses.

## 9. NATURAL RESOURCES

### a. Rate

The proposed project has no significant impact on the rate of use and does not result in substantial depletion of any natural resource.

## 10. RISK OF UPSET

### a. Explosions

The proposed project does not involve any significant increase in the risk of an explosion or release of hazardous substances in the event of an accident or upset conditions.

### b. Emergency Response

The completion and subsequent operation of the proposed project would not interfere with any known emergency response plan or emergency evacuation plan. The proposed parking lot could be used as an emergency helicopter landing area. In addition, an exit would be provided on the west side of the parking facility for emergency purposes. However, in an emergency, if trains were blocking Ferry Street, egress from the site would be limited to the Berrelesa Street exit. The adequacy of this emergency access/ egress should be addressed in an EIR.

## 11. POPULATION

Development of the proposed project would not have an effect on the location, distribution, density or growth rate of the human population of the area.

## 12. HOUSING

As stated above, the proposed project would not substantially affect population growth in the area. Therefore, implementation would not affect existing housing nor create a substantial demand for additional housing.

### 13. TRANSPORTATION/CIRCULATION

#### *a. Additional Vehicular Movement*

The proposed facilities and programs would increase traffic on roads in the project areas, specifically Ferry Street, North Court Street, and Berrelesa Street. These impacts would need to be addressed in an EIR.

#### *b. Parking*

The proposed project is designed to provide adequate parking for the increased demand associated with increased railroad, bus and ferry service. Therefore, no significant impact is expected.

#### *c. Existing Transportation Systems*

The proposed project would have an impact upon existing transportation systems. The nature of the project is to encourage more efficient use of existing transportation systems when combined with proposed new elements (e.g., ferry service). Therefore, project impact on these systems is anticipated to be beneficial.

#### *d. Circulation*

Additional vehicular trips on specific streets which are anticipated as a result of the proposed project are not expected to adversely affect circulation patterns except temporarily during arrival of trains or ferries. Use of the parking facility would alter circulation patterns for buses and cars. The impact of this should be assessed in an EIR.

#### *e. Alterations to Other Traffic*

The proposed project would result in the introduction of a new ferry service.

#### *f. Traffic Hazards*

Additional automobile traffic could increase hazards to motorists, bicyclists, and pedestrians on local roads. Vehicular/pedestrian conflicts associated with train passengers crossing Ferry Street and the railroad tracks could potentially result in significant hazards. These should be addressed in an EIR.

#### **14. PUBLIC SERVICES**

##### ***a. Fire Protection***

The proposed project would not substantially increase the need for fire protection services.

##### ***b. Police Protection***

The proposed project would require additional police protection in the form of regular patrols to discourage theft or vandalism.

##### ***c. Schools***

The proposed project would have no effect on the need for school services.

##### ***d. Parks and Recreation***

The proposed project would have no effect on existing parks or recreational facilities.

##### ***e. Maintenance***

The need for the maintenance of roads would slightly increase due to increased vehicular traffic within the project area. The project facilities also would require increased maintenance.

##### ***f. Other Governmental Services***

No need for governmental services would be created as a result of the proposed project.

#### **15. ENERGY**

Construction of the proposed new facilities would not require substantial expenditures of energy. The ferry service would increase energy use but that increase would be offset by decreased fuel used by cars.

## 16. UTILITIES

### *a. Electricity, Communications, Water, Sewer systems, Solid Waste Disposal*

The proposed project would not result in a need for new systems or alterations to existing electricity, communications, water, sewer or solid waste disposal systems.

### *b. Stormwater Drainage*

Development of the parking facility site would be adjacent to an existing drainage channel which currently catches runoff and directs it to the north. Improvements in the existing stormwater drainage services may be required to more effectively direct runoff.

## 17. HUMAN HEALTH

The proposed project would not create any health hazard or potential health hazard or serve to expose people to potential health hazards.

## 18. AESTHETICS

### *a. Obstruction*

The proposed project will not obstruct any scenic vista or view open to the public, and may potentially enhance views by removing existing buildings.

### *b. Offensive Site*

The project would introduce views of a parking lot where views of light industrial structures currently exist. This would not be a significant impact.

## 19. RECREATION

The proposed project would not impact the quality or quantity of existing recreational opportunities, as development would not occur on land designated for recreational use.



## 20. CULTURAL RESOURCES

### a. Prehistoric/Historic Sites

The proposed project could potentially result in the alteration or destruction of unknown prehistoric or historic archeological sites or features. This should be addressed in an EIR.

### b. Physical/Aesthetic Effects

The development of the proposed project would result in interior modifications to the historic Amtrak station. This is not likely to result in a significant impact to the historic aspects of the station.

### c. Ethnic Values

The proposed project does not have the potential to cause a physical change that would affect unique ethnic cultural values. None of the proposed facility sites are used for any known cultural purposes.

### d. Religious Uses

Development of the proposed project would not restrict existing religious or sacred uses within the project area. None of the potential facility sites have been used for any known religious or sacred purposes.

## 21. MANDATORY FINDINGS OF SIGNIFICANCE

### a. Environmental Quality

The proposed project could have an adverse effect on the environment. Specifically, it has the potential to degrade air and water quality and increase noise and traffic levels.

### b. Short-Term/Long-Term Goals

Development of the proposed project would not have the potential to achieve short-term environmental goals to the disadvantage of long-term ones. The proposed project would actually have the potential to achieve the long-term goal of reducing existing traffic and congestion and therefore improving air quality in the Bay Area.

*c. Cumulative Impacts*

The proposed project could result in traffic, noise, and air quality impacts that are cumulatively significant. In addition, possible expansion of the nearby community college facilities between Ferry and Court streets could add to cumulative traffic, noise, and air quality impacts.

*d. Human Effects*

The development of the proposed project could have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Specifically, increased exposure to seismic hazards and traffic hazards, increased noise levels, and degraded air quality levels.

**23. DISCUSSION OF LAND USE IMPACTS**

The proposed project would be consistent with existing zoning ordinances. The site proposed for the parking facility is designated "Light Industrial". The proposed project for this site conforms with this designated land use. The site of the existing railway station is "Service Commercial". As the changes proposed are simply improvements to the existing station, the zoning designation would not have an impact. The ferry terminal would be located within the Martinez Yacht Harbor and would conform with the existing zoning designations, which are Mixed Use, Open Space/Recreational Facilities. As the proposed intermodal facility is consistent with existing zoning codes, the project would be considered compatible with designated land use, and therefore would meet the criteria set forth in the general plan.



# ENVIRONMENTAL CHECKLIST FORM

PROJECT LOCATION: Martinez Contra Costa  
 City County

PROJECT ADDRESS: Parking Facility Site: Northwest corner of Ferry Street and Southern Pacific Railroad. Parcel #373-030-016 and 017; Amtrak Terminal Site: Bordered by Southern Pacific Railroad to the North, Marina Vista Street to the South, and Ferry Street to the West, Parcel # 373-172-003, 004, and 005; Ferry Terminal Site: Within existing Martinez Yacht Harbor (northernmost end of North Court Street), to be located in the southeast portion of the Harbor. Parcel #373-040-003.

DESCRIPTION OF PROJECT: Martinez Intermodal Facility (See Project Description, Attachment A)

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## ENVIRONMENTAL IMPACTS:

*(CEQA requires that an explanation of all "yes" and "maybe" answers be provided along with this checklist, including a discussion of ways to mitigate the significant effects identified. You may attach separate sheets with the explanations on them.)*

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. EARTH. Will the proposal result in:			
a. Unstable earth conditions or changes in geologic substructures?	_____	<u>X</u> _____	_____
b. Disruptions, displacements, compaction or overcovering of the soil?	_____	_____	<u>X</u> _____
c. Change in topography or ground surface relief features?	_____	_____	<u>X</u> _____
d. The destruction, covering or modification of any unique geologic or physical features?	_____	_____	<u>X</u> _____
e. Any increase in wind or water erosion of soils, either on or off the site?	_____	_____	<u>X</u> _____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
f. Changes in deposition or erosion of beach sands or changes in siltation, deposition or erosion that may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	_____	<u>X</u> _____	_____
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	_____	<u>X</u> _____	_____
<b>2. AIR. Will the proposal result in:</b>			
a. Substantial air emissions or deterioration of ambient air quality?	_____	<u>X</u> _____	_____
b. The creation of objectionable odors?	_____	_____	<u>X</u> _____
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	_____	_____	<u>X</u> _____
<b>3. WATER. Will the proposal result in:</b>			
a. Changes in currents or the course of direction of water movements in either marine or freshwaters?	_____	_____	<u>X</u> _____
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	_____	_____	<u>X</u> _____
c. Alterations to the course or flow of flood waters?	_____	_____	<u>X</u> _____
d. Changes in the amount of surface water in any water body?	_____	<u>X</u> _____	_____
e. Discharge into surface waters or any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	_____	<u>X</u> _____	_____
f. Alteration of the direction or rate of flow of ground waters?	_____	_____	<u>X</u> _____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
g. Change in quantity of ground waters, either through direct additions or withdrawals or through interception of an aquifer by cuts or excavations?	_____	_____	<u>X</u> _____
h. Substantial reduction in the amount of water otherwise available for public water supplies?	_____	_____	_____ <u>X</u> _____
i. Exposure of people or property to water-related hazards such as flooding or tidal waves?	_____	<u>X</u> _____	_____
<b>4. PLANT LIFE. Will the proposal result in:</b>			
a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	_____	_____	_____ <u>X</u> _____
b. Reduction of the numbers of any unique, rare or endangered species of plants?	_____	_____	_____ <u>X</u> _____
c. Introduction of new species of plants into an area, or result in a barrier to the normal replenishment of existing species?	_____	<u>X</u> _____	_____
d. Reduction in acreage of any agricultural crop?	_____	_____	_____ <u>X</u> _____
<b>5. ANIMAL LIFE. Will the proposal result in:</b>			
a. Change in the diversity of species or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	_____	_____	_____ <u>X</u> _____
b. Reduction of the numbers of any unique, rare or endangered species of animals?	_____	_____	_____ <u>X</u> _____
c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	_____	_____	_____ <u>X</u> _____
d. Deterioration to existing fish or wildlife habitat?	_____	_____	_____ <u>X</u> _____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
6. NOISE. <i>Will the proposal result in:</i>			
a.    Increases in existing noise levels?	<u>X</u> _____	_____	_____
b.    Exposure of people to severe noise levels?	_____	<u>X</u> _____	_____
7. LIGHT and GLARE. <i>Will the proposal:</i>			
a.    Produce new light and glare?	<u>X</u> _____	_____	_____
8. LAND USE. <i>Will the proposal result in:</i>			
a.    Substantial alteration of the present or planned land use of an area?	_____	<u>X</u> _____	_____
9. NATURAL RESOURCES. <i>Will the proposal result in:</i>			
a.    Increase in the rate of use of any natural resources?	_____	_____	<u>X</u> _____
b.    Substantial depletion of any nonrenewable natural resource?	_____	_____	<u>X</u> _____
10. RISK OF UPSET. <i>Will the proposal involve:</i>			
a.    A risk of an explosion or the release of hazardous substances (including but not limited to oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	_____	_____	<u>X</u> _____
b.    Possible interference with an emergency response plan or an emergency evacuation plan?	_____	<u>X</u> _____	_____
11. POPULATION. <i>Will the proposal:</i>			
a.    Alter the location, distribution, density or growth rate of the human population of an area?	_____	_____	<u>X</u> _____

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>12. HOUSING. Will the proposal:</b>			
a. Affect existing housing, or create a demand for additional housing?	_____	_____	<u>X</u> _____
<b>13. TRANSPORTATION/CIRCULATION. Will the proposal result in:</b>			
a. Generation of substantial additional vehicular movement?	<u>X</u> _____	_____	_____
b. Effects on existing parking facilities or demand for new parking?	_____	_____	<u>X</u> _____
c. Substantial impact on existing transportation systems?	_____	<u>X</u> _____	_____
d. Alterations to present patterns of circulation or movement of people and/or goods?	<u>X</u> _____	_____	_____
e. Alterations to waterborne, rail or air traffic?	<u>X</u> _____	_____	_____
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	<u>X</u> _____	_____	_____
<b>14. PUBLIC SERVICES. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:</b>			
a. Fire protection?	_____	_____	<u>X</u> _____
b. Police protection?	_____	<u>X</u> _____	_____
c. Schools?	_____	_____	<u>X</u> _____
d. Parks or other recreational facilities?	_____	_____	<u>X</u> _____
e. Maintenance of public facilities, including roads?	<u>X</u> _____	_____	_____
f. Other governmental services?	_____	_____	<u>X</u> _____



	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>15. ENERGY.</b> <i>Will the proposal result in:</i>			
a.			<u>X</u>
			<u>X</u>
<b>16. UTILITIES and SERVICE SYSTEMS.</b> <i>Will the proposal result in a need for new systems, or substantial alterations to the following utilities:</i>			
a.			<u>X</u>
b.			<u>X</u>
c.			<u>X</u>
d.			<u>X</u>
e.		<u>X</u>	
f.			<u>X</u>
<b>17. HUMAN HEALTH.</b> <i>Will the proposal result in:</i>			
a.			<u>X</u>
b.			<u>X</u>
<b>18. AESTHETICS.</b> <i>Will the proposal result in:</i>			
a.			<u>X</u>
b.			<u>X</u>

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
<b>19. RECREATION. Will the proposal result in:</b>			
a. Impact upon the quality or quantity of existing recreational opportunities?	_____	_____	<u>X</u> _____
<b>20. CULTURAL RESOURCES. Will the proposal?</b>			
a. Result in the alteration or destruction of a prehistoric or historic archaeological site?	_____	<u>X</u> _____	_____
b. Result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?	_____	_____	<u>X</u> _____
c. Have the potential to cause a physical change that would affect unique ethnic cultural values?	_____	_____	<u>X</u> _____
d. Restrict existing religious or sacred uses within the potential impact area?	_____	_____	<u>X</u> _____
<b>21. MANDATORY FINDINGS OF SIGNIFICANCE.</b>			
a. <b>Potential to degrade:</b> Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<u>X</u> _____	_____	_____
b. <b>Short-term:</b> Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time. Long-term impacts will endure well into the future.)	_____	_____	<u>X</u> _____
c. <b>Cumulative:</b> Does the project have impacts that are individually limited but cumulatively considerable? (A project may impact on two or	_____	<u>X</u> _____	_____

Yes      Maybe      No

more separate resources where the impact on each resource is relatively small but where the effect of the total of those impacts on the environment is significant.)

- d.      **Substantial adverse:** Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?      \_\_\_\_\_   X   \_\_\_\_\_

**22. DISCUSSION OF ENVIRONMENTAL EVALUATION**

*(This section may be filled out by using narrative, or by using a form, such as the example given in the CEQA Guidelines.)*

See Environmental Review, Attachment B

**23. DISCUSSION OF LAND USE IMPACTS.**

*(An examination of whether the project would be consistent with existing zoning, plans, and other applicable landuse controls.)*

See Environmental Review, Attachment B



## City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

September 11, 1995

Mr. Martin Vitz  
Advance Planning Manager  
East Bay Regional Park District  
2950 Peralta Oaks Court  
P.O.Box 5381  
Oakland, CA 94605-0381

Re: Martinez Intermodal

Dear Martin:

Thank you for your help on the Section 4(f) report for the Federal Environmental Assessment. It is now being reviewed by FHWA and Caltrans. After that, it will be incorporated into the text of the EA. Then the EA will be released for agency and public review, hopefully in late October.

On a separate but related matter, the City will be applying for transportation enhancement funds in December to rehabilitate the existing Amtrak station. As you may recall, construction of a new station will not take place until Phase 2 of the Intermodal Project. This phase is currently not funded; we hope to secure additional funds from the next cycles of Measure C and ISTEPA. So we will be using the existing station for several more years. After that, we hope to use the station as an annex for the Martinez Historical Museum. Apparently some members of the Martinez Historical Society have some old transportation-related equipment such as wagons, fire truck, etc. which are far too large for the museum, but could be displayed in the freight shed area.

We would plan the rehabilitation to improve and restore the station for continuing use as a station, with eventual conversion to the museum use.

Given that the site adjoins the District's Martinez Regional Shoreline, we would like to incorporate any comments or ideas you may have into the application. Also, when we file the application we would like a formal letter of endorsement from the District.

Please let me know your thoughts.

Sincerely,

Richard Pearson, Assistant City Manager/  
Community Development Director

cc: Ted Radke, EBRPD Boardmember  
Bill Nichols, EBRPD Martinez Manager  
Richard Patchin, Martinez Historical Society

6/16/15

## COST CONSIDERATIONS FOR USE OF THE HISTORIC TRAIN DEPOT BUILDING

### FOR IMMEDIATE USE

The building has three main areas; Front, Middle and Rear. The Front area is approximately 750 square feet (sf) and could be used for a small retail space or for small events with a minimal amount of renovation. The existing space has electrical, heating and an ADA restroom for men and women. The ADA restrooms would only require a few upgrades costing approximately \$2,000. A new water heater and miscellaneous ADA improvements would cost an additional \$1,100. (\$3,100)

The Middle section is approximately 2,000 sf made up of five small spaces separated by walls and hallways. There are minimal electrical outlets and no heating in this area. The space is accessible by two small doors opening to the parking area on the south side of the building. The rear 630 sf of this space has a rest room and is made up of two office areas with direct access from the parking lot. It could be used for a small retail space with minimal renovation needed. (\$2,500)

The Rear portion of the building is approximately 2,200 sf and has only basic electrical outlets and no heating or rest room facilities. In its current condition it can only be used for storage. The back 835 sf has a 2" X 12" raised wood floor (39" high) and no interior finishes. It can only be used for storage of items that are not affected by temperature or moisture.

### LONG TERM USE

To provide an accurate cost estimate to renovate the Historic Train Depot building a detailed plan showing the size, USE and location of planned tenant spaces and interior and exterior elevations would be needed. This estimate is general in nature and assumes that the entire interior space will be converted to allow one large open area or multiple commercial tenant spaces. Additional tenant improvement costs may be necessary. The cost to renovate the entire building is estimated to be between \$675,000 and \$825,000 and is based on following:

The 5,430 sf building has several interior load bearing walls which support the roof and portions with a second floor level. To remove these walls and partitions to create larger tenant spaces would require structural engineering and several large support beams. The demolition of these walls/partitions would require testing for hazardous materials and a permit from the Bay Area Air Quality Control Board. It is highly likely that some hazardous material would be found and require disposal to an appropriate site. The cost to do this would depend on what was found. Estimate for testing, demolition and disposal \$50,000.

The design and engineering for the work to re-support the roof would cost an estimated \$15,000. The cost to install the structural supports needed to remove the walls would vary based on the design. This work is estimated to be between \$100,000 and \$150,000.

The rear portion of the building has a raised wood floor and stairs which would have to be demolished and removed and it is estimated to cost \$10,000 to get this done.

The renovated building would need a new ceiling throughout. Projects of this type generally use a T-bar dropped ceiling material to allow for future changes and additions. To install a T-bar ceiling throughout the space is estimated to cost \$45,000.

It is likely that additional doors will be needed along the southern side (parking lot side) of the building to access the new tenant space(s). The cost would vary based on the number of doors and extent of exterior modifications done. An estimate of \$20,000 should be used.

A new HVAC system would be required to condition the new tenant space(s). It could be one larger unit with separate zones so that spaces could be regulated separately or by multiple units if separate tenant spaces are created. A single unit would have to be located on the ground most likely on the northern side of the building or smaller individual units could be mounted above the dropped ceilings. New gas lines will be needed. An estimated cost to provide an HVAC system is \$100,000 to \$150,000.

The renovated building would require a complete re-wire with new light fixtures, exit signage, power outlets, telephone and a data system. The existing electrical system could handle the addition of very basic upgrades but if air conditioning is desired throughout the building the electrical service would require upgrading to provide more amperage. Upgrading the electrical service would allow needed design flexibility for the new tenant space(s). Without knowing the intended USE of the space(s) or what PG&E's engineering costs will be it is more difficult to determine a cost or whether a fire alarm system would be required. A budget estimate would be between \$100,000 and \$150,000.

The plumbing system in the building would require minimal upgrading if the existing restroom locations are utilized and no new restrooms or kitchens are added. If the renovation work includes adding plumbing fixtures it is likely a new sewer lateral would be required. A new six-inch lateral would require cutting the concrete floors and pavement into the street and a permit from Central Sanitary District. An estimate to do this work is \$50,000. If a restaurant USE was included in the design a grease trap would be required in the drainage system and cost an estimated \$15,000. To add or relocate restrooms would require cutting the concrete floor and installing new drain, waste and vent piping and new water lines. A water heater system will also be needed. The cost would vary based on the amount of fixtures added and their location in the building. An estimate to do this work would be between \$50,000 and \$100,000.

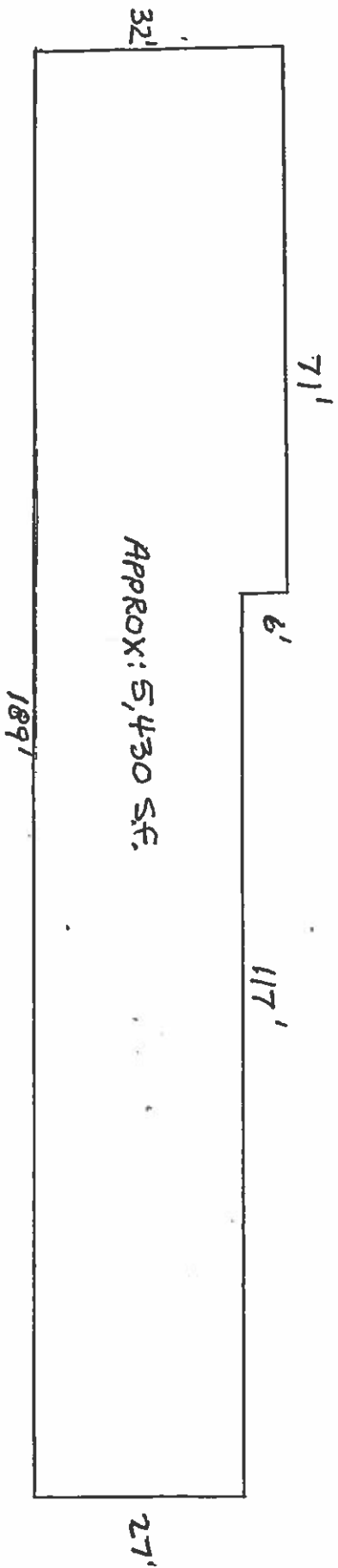
The renovation of this building will require hiring a design professional to insure the architectural character of the building is maintained and that spaces will accommodate the intended USE(s). The estimated cost to hire a design professional would be \$25,000 to \$50,000. It is likely that some additional windows and other exterior modifications will be needed and the costs here could vary greatly. The building has asbestos shingles over the original horizontal wood siding. Any removal of these shingles has to be done by a firm licensed for hazardous materials handling. If these shingles remain we would only have to pay to remove the shingles in the affected areas. The cost for this will vary based on the level of exterior modification being done. Allow \$20,000 as an estimate to remove the shingles and \$10,000 for each added window. If it is decided to remove all of the shingles the cost would increase substantially. The condition of the original wood siding under the shingles is unknown so the cost to restore it would be difficult to estimate at this time.

This estimate assumes that there will be only one electrical, gas and water meter regardless of the number of tenant spaces. To provide separate meters would add significant cost to the project. No permit fees were included. The building does not have a fire sprinkler system and the cost to install one is not included. Most USES in a building of this size would not require fire sprinklers. It must be noted that there is a Kinder Morgan pipe running through the driveway/parking area on the south side of the building which may require some coordination during construction.

No fire sprinkler costs included (depends on us)

FERRY STREET

HISTORIC TRAIN STATION



32'

71'

6'

117'

APPROX: 5,430 SF.

27'

189'

# OLD TRAIN STATION BUSINESS PLAN

July 30, 2014





**EXECUTIVE SUMMARY**  
**Old Train Station Museum & Exposition Center Business Plan**  
**(Modified to Include a Joe DiMaggio Museum)**  
**September 25, 2015**

**Museum & Exposition Center Complex.** After consulting with each City Council member and with City staff, the Martinez Historical Society prepared this Business Plan for the establishment of a Regional Museum and Exposition Center in the Old Train Station. The proposal is for a regional museum because these have larger donor bases and attract visitors from a broader geographic area than city museums. Our city museum will continue to be located in the Borland House with the town's local history library and archives. The exposition center component of the Station Complex will host traveling exhibits from the Smithsonian Institution and other organizations on a rotating basis through-out the year. With promotion, these displays of national quality will draw repeat visitors from surrounding counties who will wish to seize the opportunities to see each new exhibit.

**Themes.** The regional museum will emphasize interactive (hands-on) displays. Sound, motion and light will engage visitors. The theme of the permanent exhibits will relate to Carquinez Strait activities such as the innovative ferry systems, the Pony Express, river boats, international grain shipping, transcontinental railroads and more. The themes will also include the peoples and personages who have lived on the shores of the Strait including baseball hero, Joe DiMaggio.

**Station Complex Components.** There will be two exhibition halls at each end of the Station. In the center of the building there will be common facilities including a small museum store (featuring items made by Martinez artisans and craftsmen), a small kitchen and bathrooms. The main entrance is on the south wall where a central foyer will provide access to all rooms. When the Station's missing 2nd story is rebuilt, it could house a meeting room for use by community organizations. The Waterfront Park train will be relocated to the east end of the station with the locomotive facing oncoming Marina Vista traffic to impress visitors arriving in town via Marina Vista. The freight platform will be rebuilt to provide access to the railroad cars with possible uses including a martini bar, coffee bar, ADA bathrooms, class room, toy train operations or other functions.

**Economic Revitalization.** Although the City Council committed to turning over the Station to the Society just to create an attractive cultural destination, the business model in this Plan is also designed to promote economic revitalization. This is the reason that the Station has been laid out to function as both a museum and an exposition center. For a public building, the Station is small (only 5,000 SF). But with careful planning, there will be just enough space to accommodate the smaller traveling exhibits (including those from our nations' capitol) – and the visitors who will want to see them. After visiting the museum, the Plan provides for moving visitors into the downtown area by using the foyer as the starting point for walking tours. Wall racks will contain brochures, flyers and menus from restaurants, businesses and local non-profits. The museum docents will encourage visitors to explore our historic downtown where goods, services, food and beverages are available.

**Capital Funding.** The historic building needs up to \$3 million to fund a proper restoration. This Plan calls for a public/private partnership -- with the City retaining ownership of the building and the Historical Society taking a long-term lease. That will enable the City to obtain capital funds from public sources while the Society acquires monies from grant makers that fund non-profits only.

**Operational Funding.** The Plan calls for full-time professional management of the Station Complex which will remain open on weekends with operating hours that will match that of the John Muir National Historic Site to provide cross-promotional opportunities. This will require annual funding to supplement operations – as is the case with the Visitors Center and with Main Street Martinez.

**Community Support.** Approximately 36 non-profits in Martinez were consulted during the creation of this Plan. There was an enthusiastic response for the concept with many unsolicited offers to provide assistance and support for moving the project forward.

-- end of summary --

# Old Train Station Business Plan

September 26, 2015

## OBJECTIVE

The objective of this business plan is to accomplish the following:

1. Further the cultural and economic renaissance of downtown Martinez by transforming the Old Train Station into an historic **and cultural** destination for visitors from throughout a broad geographic region.
2. Provide an effective platform for capital/operational fundraising to restore the historic Old Train Station building.
3. Transfer custodianship of the Station to the Martinez Historical Society, an organization with the track record, skills and expertise to act as steward of the building while facilitating public access and use of the Station with broad community involvement and support.

This Plan is not an official or contractual document. It lays out a strategy which, from the perspective of September 2015, seems to be a practical and realistic method for attaining the above goals.

## MARTINEZ HISTORICAL SOCIETY

**Background.** In the 1990s, a plan was put into place to construct a new train station (the Intermodal Station) and to transfer the Old Train Station to the Martinez Historical Society to convert into a museum. This plan was presented to seven (7) regional, county, state and federal agencies<sup>1</sup> which had monies available for such projects. The plan was the basis upon which these agencies then provided over \$30 million in funding to the City for the Intermodal project. The new station was then built, opened in 2002, and a federal ear mark of \$1.2 million was obtained to fund restoration work on the Old Train Station. However, the ear mark was not drawn down and was subsequently lost. In addition, an estimated \$3 million in potential grants, available to nonprofits or museums, could not be applied for by the Historical Society during the last 14 years due to absence of a lease on the building and the lack of an agreed-upon restoration plan. So as of 2015 the Station remains unrestored, and the museum in the building has yet to come to fruition.

**Proposal.** The Martinez Historical Society proposes to achieve the objectives of the original plan for the Intermodal Station/Old Train Station by establishing a regional Museum and Exposition Center in the Station building that will appeal to a broad interest base which will draw repeat visitors to downtown Martinez from the North Bay to Sacramento. In addition, the Society will actively encourage Museum visitors to explore the many attractive features of downtown Martinez and patronize the surrounding businesses, making the historic Train Station a significant asset in the ongoing efforts to revitalize the downtown business district.

**Qualifications.** The Society and its **individual** board members have aptly demonstrated, during nearly 40 years of stewardship of the historic Borland House, that it has the ability to restore and manage historic structures for the benefit of the public while providing an array

of services to the community<sup>ii</sup>. In addition the Society has shown that it could bring together the necessary expertise, in partnership with the City, to accomplish the Station restoration project by drawing upon the skill sets<sup>iii</sup> of its own board members and recruiting the necessary volunteers and contractors. The Society has also shown that it has the ability to plan, set up and operate a Museum with high quality exhibits and displays. The Society's board also has the economic development expertise to design a program to move visitors from the Museum into the downtown business district. In addition the Society has fund-raising skills which, with enhancement and in partnership with the City, should enable this project to be completed in a phased approach.

## MUSEUM & EXPOSITION CENTER CONCEPT

**Themes.** To implement the concept of a regional museum (not a local museum), the recommend name of the institution would be The Museum of the Carquinez Strait<sup>iv</sup>. Until such time as a permanent building for the Joe DiMaggio Museum can be constructed, it will also be housed in the Old Train Station. Themes to be developed in the museums would be as follows (in date sequence):

1. The ferries: from 1847 to 1962.
2. Shipping -- from sailing ships to today's oil tankers, car carriers, rice carriers, tugs & barges.
3. The mail boats (paddle wheel river boats).
4. The Pony Express: in 1860 and 1861.
5. The telegraph system (from 1861).
6. The railroads (the Depot was built in 1877).
7. The early telephone system. In 1881, the first Martinez switchboard was in the Depot.
8. Commercial Fishing (primarily 1880s to 1954).
9. The spanning of the Strait with its 6 bridges<sup>v</sup> and two replacements. Dedication dates include 1926, 1927, 1930, 1958, 1962, 1978, 2003 and 2007.
10. The birth, career and retirement years of hometown baseball player, Joe DiMaggio.
11. Recreational boating (the Joltin' Joe) and sport fishing.
12. Life in the shoreline communities:
  - Costanoan and Patwin Period: To 1775
  - Hispanic Period: 1775 - 1850
  - Anglo Period: from 1850
13. The role of the Strait in supplying fresh water to the San Francisco Bay and its ecosystem.

**Interactive Displays.** To attract and intrigue visitors, "hands on" exhibits would be utilized. These interactive exhibits would engage visitors and would be both educational and entertaining. Examples would include:

1. Three wall-mounted oak telephones so school children can be divided into groups to make a call (utilizing the crank to ring the correct number), receive a call (with separate ear piece and mouth piece), and pick up the remaining telephone to see how the party line concept worked.
2. Two telegraph machines to illustrate how the "Victorian Internet" operated – utilizing Morse Code to represent the letters of the English alphabet.

**Visiting Exhibits.** The above displays would be arranged around the perimeter of the interior. Displays in the center of rooms would be on rollers to facilitate rearranging them to make space for visiting displays such as those from the Smithsonian Institute<sup>vi</sup> in our nation's capitol. Such traveling exhibits can be promoted widely to bring repeat visitors back to

Martinez. **This is the key part of the Business Plan because it maximizes the Station's contribution to downtown economic revitalization. It relies upon a business model which includes exposition space filled with exhibits of national quality that are changed on a regular basis and which, with promotion, will keep visitors coming back to downtown Martinez over and over.**

**City Vision.** Although the City is still in the process of developing an official vision, it is generally agreed that a prime component will be making Martinez a cultural destination. Attracting visitors with a museum that is regional in scope, and which regularly hosts traveling exhibits<sup>vii</sup> of national quality and breadth, fits that vision well.

**The Borland House Role.** The existing Martinez Museum in the Borland House would continue to be a research facility housing the Local History Library and City archive. Its exhibits would revert to those illustrating only the history of our town.

#### THE STATION COMPLEX (summary)

The Old Train Depot complex would have the following components:

1. The restored Depot.
2. A train and freight platform to the east of the Depot (to accommodate the train to be relocated from Waterfront Park).
3. A plaza running along the south side of the Station and the train.

Details of the overall complex appear later in this report.

#### THE STATION AND ITS INTERIOR

These will be the general areas/functions inside the building:

1. Entrance Foyer (with the main entrance door on south wall of Station)
2. The Carquinez Museum, the DiMaggio Museum and exposition space for traveling exhibits
3. Museum Office and Visitor Kiosk
4. Common Areas (kitchen, janitorial, bathrooms, mechanical room, future elevator)
5. Museum Store (gift shop)
6. 2<sup>nd</sup> Story Conference Room<sup>viii</sup> available to be reserved by the public (future)

**Floor Plan.** See attached for the most recent architectural floor plan. There is NOT adequate space in the building to accommodate all the many and varied functions proposed in the past for the Depot -- and to also accommodate a museum with permanent displays and an exposition center hosting traveling exhibits.

#### COMMUNITY SUPPORT

The Martinez Historical Society (MHS) exists to serve the residents of Martinez, so the opinion of the community about the depot plan is important. A survey<sup>ix</sup> of 36 other non-profits revealed that there is universal and enthusiastic support for the proposed usage of the Depot as a museum and exposition center. The presidents of several organizations volunteered, without being asked, to write letters of support. Most organizations want the Depot restored so their members, their families and the residents of Martinez can enjoy the

building and the proposed facilities. In addition, the following non-profits would like their organizations to benefit directly as follows:

1. **Martinez Art Association.** Would like to be able to sell art in the Museum Store.
2. **Sons of Italy.** Would like to find display space for the Joltin' Joe. Note: MHS will be asking the Sons of Italy to help provide Museum docents if the Joltin' Joe goes into the Depot.
3. **The Home Town Hero Project.** Would like the Society to house and manage the DiMaggio Museum in the Station until a permanent building can be constructed.
4. **California Native Plant Society.** Would like to create planters in the plaza landscaped with California natives. They would then put the Depot on the Botanical Trail. This concept is supported by the other environmental groups such as **Friends of Alhambra Creek.**
5. **Environmental Services Academy.** Would like the alternative high school students involved in making the Depot a Botanical Trail location. Would also like to involve the students in helping to set up exhibits in the Depot or participating in a Junior Docent program.
6. **Worth a Dam.** Would like a wall with pockets where their literature would be available to visitors. Also volunteered to help set up Museum exhibits.
7. **Main Street Martinez.** Would also like wall space with pockets where visitors can pick up literature about shopping and dining in downtown Martinez.
8. **Hispanic Chamber.** Would like to see Museum visitors encouraged to take a walking tour which begins at the Depot and routes them through the business district.
9. **Kiwanis.** The Society would like to invite Kiwanis to use the Museum Store for their holiday See's candy sales -- while the Society sells See's Candy the remainder of the year to raise monies to pay for building operations and maintenance.
10. **SIR.** This 300-man group would like to set up and operate the model railroad that will be a permanent exhibit in the Museum.
11. **Various Groups.** Would utilize a public conference room -- while others point out that 15+ such rooms already exist downtown. See list of rooms below (in the end notes).
12. **Various Citizens.** Would patronize the Museum Store. Several responders lamented that Martinez-themed gifts -- of the type that are offered by the Depot gift shop in Benicia -- are not available in our town.

Both **Main Street Martinez** and the **Chamber of Commerce** are on board to aggressively promote the Museum and Exposition Center. As operations ramp up, each installation of a permanent exhibit will provide Main Street and the Chamber with another opportunity to encourage visitors to come to Martinez. In addition, each arrival of a traveling exhibit provides an additional opportunity for the two organizations to promote Martinez.

## HOURS & STAFFING

**Number of Staff.** With appropriate security measures (see below), it will be possible to reduce staff to one in the Store and one in the museums when additional volunteers are not available. This includes the hours of one full-time Executive Director provided by the Historical Society to manage both museums with support from the Home Town Hero Project. This will be made possible by the Contract for Services (see below).

**Hours.** In order to encourage trips by visitors from elsewhere to Martinez, the Museum proposes to match the current John Muir NPS hours of:

Wednesday -- Sunday 10 am to 5 pm (35 hours)

This will provide an additional incentive to visitors from out-of-town to plan a trip to Martinez because they would be able to visit both sites on the same day. Attracting such

visitors, who would not otherwise travel to Martinez, will have the maximum impact on downtown revitalization and provide the greatest benefit to downtown businesses and property owners. If the Museum has sufficient funding to open on Mondays and Tuesdays, the impact would be even greater.

## SECURITY

To maintain security with 1 staffer in each end of the station, the following will take place:

1. The doors from both the two museums and store into the Entrance Foyer will be kept open, so staff can call to each other if necessary.
2. Alarm panels will have a “one-touch” call button which causes the monitoring station to dispatch the police on an emergency basis without staff first making a telephone call.
3. Install security cameras (now available at minimal cost) in the following locations:
  - Entrance Foyer
  - Museum Store
  - Museum
  - Conference Room
  - Train and Platform

## MUSEUM STORE (gift shop)

**Proposed Museum Store (gift shop).** The Museum Store would be open all day and would be staffed with a store clerk on a part-time or full-time basis. The Benicia Depot Store utilizes a full-time employee – with volunteers providing coverage when the clerk needs time off. That arrangement has worked well. The MHS board has gift shop management expertise and the plan will be to increase gross sales to \$100,000 (netting \$50,000). The Benicia Depot Gift Shop achieved this sales volume by selling Benicia-themed merchandise and See’s candy. The Museum store will sell similar items with themes related to Martinez, the Carquinez Strait, area history and the like – with as much as possible made by Martinez craftsmen and artisans.

**Staffing Alternative.** An alternative staffing arrangement would be to use Martinez Art Association (MAA) volunteers to work in the Museum Store -- and to close their art gallery at 630 Court Street (or 610 Court Street in the future). Currently the art gallery hours are as follows: Monday through Saturday from 11am to 3 pm (26 hours). MAA sales are modest and the organization nets \$2,000+ on gross sales of \$16,000 per year.

**Sales Proceeds.** Net income from the Society’s Store will be utilized to cover operational expenses related to the building. All surplus proceeds will be reserved for the build out of the Old Train Station complex.

## MUSEUM FOYER

This section has been added at the request of the other non-profits and the downtown businesses. The Museum foyer would include:

1. A section of wall pockets clearly labeled in eye-catching letters “What to See and Do in Martinez”. In the pockets would be brochures for the John Muir site, the beavers, events planned by the non-profits and more.

2. A 2<sup>nd</sup> section of wall pockets – distinct from the above section -- and clearly labeled “Shopping and Dining in Martinez”. In the pockets would be the business directory, restaurant menus and the like.
3. A 3<sup>rd</sup> section of the wall – separate from the above -- and clearly labeled “Downtown Walking Tour” and “Joe DiMaggio Walking Tour” with a wall-mounted map. Underneath the map will be pockets with the revised MHS walking tour brochure containing a take-away map. This version of the brochure would show the Depot as the starting point for the walking tour -- as opposed to the other version which MHS publishes for the benefit of the jurors at the Courthouse. Brochures for the DiMaggio Walking Tour will also be included in the pockets.

The objective of the above wall displays are to encourage Museum visitors to leave the building and explore downtown Martinez, patronize the local businesses, and develop a positive image of Martinez to share with other prospective visitors to our town. This will add to the impact that the Museum has on downtown revitalization.

## THE STATION COMPLEX (detailed)

The following areas are part of the project – or will be impacted by the project:

1. **Train.** The 150’ train in Waterfront Park will be relocated to a rail spur east of the building with a re-built freight platform to provide access. Rolling stock includes the following:
  - Locomotive
  - Box car (for displays)
  - Tank car
  - Caboose. This can accommodate the public bathrooms.

Lack of space in the past has prevented acceptance of additional rolling stock. However, another non-profit suggested acquiring the following to accommodate a coffee shop (a concession) or to provide another area to be rented out to the public.

- Dining car.

A short dining car of 60’ would lengthen the existing train from 150’ to 210’. It appears that sufficient space exists in the old “bus turn-around” parking lot to accommodate the longer train. If the architect or civil engineer confirms this, a dining car could be added without eliminating the tanker car or the box car.

If the dining car were operated as a café or coffee shop, the setting along an active railroad would provide an authentic -- and dramatic -- dining experience. News of such a cafe would spread by word of mouth to well beyond the borders of Martinez. This would pull in more out-of-town visitors and increase the revitalization impact that the Depot museum would exert on our downtown business district. The concession to operate the café or coffee shop could be offered to local restaurant owners first to lessen complaints that local businesses were not benefitting from the increased number of visitors to downtown Martinez.

A teacher at another non-profit requested the following addition to the train:

- A passenger car.

The teacher pointed out that students on field trips could be seated in the car, with windows overlooking an active and busy railroad, while the teacher lectured on the subject of trains and other forms of transportation.

2. **Plaza.** The existing plaza can be widened 5+ feet and extended further along the south side of the renovated building to provide access to the main door of the Depot and to the train beyond. This plan<sup>x</sup> will remove 10 parking spaces in the Station Parking Lot. The remaining 19 spaces are adequate on a normal day, but not when special events<sup>xi</sup> are held nearby.

**Plaza (Post Parking Structure).** After the construction of the downtown parking structure, the plaza in front of the Depot and train could be expanded further into a “public place” that will properly complement the Station complex. It would be a welcome addition to downtown Martinez.

3. **The “Bus Turnaround” Parking Lot.** This parking lot, owned by the City, is currently used by CCCC staff. There is a sidewalk of brick pavers and concrete along the north side of this parking lot which is 180’ in length. This could probably be extended to 210’ to accommodate a train longer than the current 150’. Placement of the train in this location, and the expansion of the sidewalk into a plaza, would eliminate 9 parking spaces. 31 spaces would remain. The remaining parking spaces are adequate on a normal day but not during periods with special events<sup>xii</sup> nearby. There is additional parking nearby for CCCC and the Contra Costa County Sheriff’s Department which is underutilized on a normal business day.

## LEASE TERMS

**Duration.** In lieu of selling the building to the Society as was done in Danville, a 50 year lease (or the equivalent) with the Historical Society will be utilized. Long term leases are used for such projects, particularly when there is a need for capital funds. Unlike newer buildings used by established museums, the Depot requires extensive retrofitting and restoration. This requires capital funding – as opposed to operating funds. Capital funds are raised via capital campaigns. Funding organizations (foundations and others) require that the applicant have site control before contributing to a capital campaign. Site control is defined as “ownership, purchase agreement or long term lease”. Examples of long term leases include:

1. The Vallejo Naval Museum (25 years + guaranteed renewability on same terms).
2. The Pacific Grove Museum (30 years with rolling 1-year extensions).
3. The Boys & Girl Club of Martinez (50 years).
4. The land upon which the Danville Museum rests (70 years).

The advantages of a 50 year lease (or its equivalent) for this project are as follows:

1. Since the City still holds title, it enables City staff to tap funding sources which are available to governmental entities, but not to non-profits.
2. It gives the Society a 10-year window in which to access the grant funds for capital projects which are available to non-profits, but not to government entities.

**Rent.** The proposed rent would be \$1.00 a year. This is typical. Examples are the Chamber of Commerce (visitor’s center), the Museum of the San Ramon Valley (land), the Boys & Girls Club (a City-owned building) and many others.



**Operational costs.** The landlord typically takes care of major maintenance. For example, projects costing in excess of \$5,000 are paid for by the City of Oakland instead of the Oakland Museum. The tenant usually takes care of minor maintenance and utilities.

## CONTRACT FOR SERVICES

**Agreement for Professional Services.** Such an agreement (or a similar document) is utilized when operational funding is provided by a City to a non-profit for the provision of services which benefit the municipality and its residents. Examples are:

1. Main Street Martinez (professional services agreement)
2. Martinez Chamber of Commerce (professional services agreement)
3. Oakland Museum (management/operating agreement)
4. Pacific Grove Museum (operating agreement)

**Funding.** The professional services which would be provided are generally defined throughout this business plan – to which one would add periodic reporting to the city. The recommended initial funding amount to provide these services by the Historical Society would be approximately \$100,000 to operate both museums, the store, the train and the community meeting room. The following factors were taken into account in determining the amount:

1. **Main Street Martinez and the Visitor's Center.** \$100,000 each is the approximate amount (in 2014 dollars) of the initial funding for Main Street Martinez and the Chamber of Commerce (Visitors Center). This amount has been gradually reduced to \$45,000 today. Unlike Main Street and the Chamber, MHS has an additional duty: it will share with the City responsibility for capital fund-raising and the creation of the space out of which to operate. The other two non-profits simply rented conventional office space (MSM) or were provided office space in the newly built train station (Chamber) by the City.
2. **Oakland Museum.** The City provides \$5,000,000 annually to the non-profit which operates the museum. Adjusted for population, this would equate to \$500,000 annually for a city the size of Martinez.
3. **Pacific Grove Museum.** This natural history museum was turned over to a non-profit to operate in 2007 and is funded at 1% of the City budget or \$170,000 per annum (2014/2015). As a city-operated museum in the past, it absorbed 2% of the City budget. However, the non-profit has developed other sources of funding needed to operate the museum.
4. **Benicia Historical Museum.** The Museum gets by on about \$50,000 per year from the City because it has had time to develop other funding sources for its \$175,000 annual budget.

**Public/Private Partnerships.** Such partnerships with non-profits are typically very beneficial to city governments and the citizens they represent. If the partnership is structured in a way that excites the town's residents, it enables the non-profit to bring thousands of volunteer hours to the operation. This business plan could generate volunteer hours conservatively valued at \$100,000 per year -- with no corresponding cash outlay for salaries.

**Provisos.** This business plan is designed to have an outsized impact on the campaign to revitalize downtown. Because of its scope, it requires both a large complement of volunteers and municipal funding. An example of a public/private partnership which failed, in part because it was provided with start-up funding only (but no operational funding), was the JMFC (John Muir Festival Center).

## GOVERNANCE

**Martinez Historical Society.** The Board of the Society oversees 14 committees. Examples include the Museum Committee, Publications Committee, Home Tour Committee and others. The Board monitors these committees to ensure that they are working in accordance with policy on approved plans, that they have the necessary resources to do their work, and that they are performing satisfactorily. To implement this Business Plan, the Board would form three new committees<sup>xiii</sup>:

1. Capital Fundraising Committee
2. Museum Store Committee
3. Depot Museum Committee

**City Council & Staff.** Cities exercise oversight over the expenditure of city-provided funds by a non-profit to ensure that the funds are utilized effectively and in a manner which benefits the town's residents. A local model for so doing already exists: Main Street Martinez. The key components are as follows:

1. A contract that defines the services to be provided.
2. An ex-officio board member (non-voting) from the City Council. The newly revised State Corporation Code now prohibits such a position, but a City Liaison Officer can perform the same function. This provides the opportunity for 2-way communication between the Council and the Board each month.
3. Submission of reports to the City. Quarterly reports are delivered by the Executive Director to staff. Semi-annual presentations are given by the Board President to the City Council although these are short because of time limits imposed by City staff.
4. A job description and performance standards for the Executive Director. These are accompanied by performance evaluations prepared by the Board annually or more frequently if needed.
5. Annual goals or targets for the performance of the contracted services.

The City/Main Street partnership has worked well. It is likely that equally good results would be obtained with the Martinez Historical Society.

The current Council Subcommittee for the Old Train Station could continue meeting with the Society on a quarterly or as-needed basis until the above arrangements are in place.

## COST ESTIMATES

There is a wide range of cost estimates:

1. \$1.5 million for a largely volunteer effort. This will take longer than the following method.
2. \$3.0 million for a comprehensive restoration using professionals and contractors with employees paid prevailing wages. If funds are available, this will achieve quicker results.

Fine-tuning the estimate requires the assistance of an architect.

**Past Fund-raising.** A total of \$1.4 million has been raised to-date, but the \$1.3 million federal earmark directed to the City was lost because it was not drawn down in time. The remaining \$0.1 million consists of MHS cash. Another estimated \$3.0 million in capital fund

grants was never applied for by the Historical Society because their long term lease on the Old Train Station is not in place.

**Future Fund-raising.** As the owner, the City will pursue grants available from government sources. The Society will pursue sources of funds available only to non-profits. The Society proposes to engage a professional grant writer to assist local grant writers to prepare the first two grants and to edit the subsequent two grants. After that, our local grant writers should be able to continue unassisted. The volunteer grant writers are as follows:

1. MHS: John Curtis, Barbara Chambers, Paul Krintz, Andrea Blachman, Harriett Burt and Cathy Ivers. Several of these individuals have experience at writing successful grants. MAA's Paul Craig might be willing to help.
2. City staff: to be determined.

## TIMELINE

The proposed timeline is contained in Attachment B ([which is now out-of-date](#)). In summary, the timeline consists of the following periods:

1. **0 to 15 months.** Closed for planning, design and preliminary construction.
2. **15 to 39 months.** Open in temporary quarters with initial exhibits. During this period, the more complex, interactive exhibits will be acquired or constructed – and put into operation. During this phase, the Depot provides a location for on-site fund-raisers.
3. **39 to 41 months.** Closed. Final restoration of 1<sup>st</sup> floor (including the Store) takes place.
4. **41 months onward.** Re-open permanently (1<sup>st</sup> floor).
5. **65 months onward.** Open (2<sup>nd</sup> floor)

Refining this timeline requires the services of the architect.

## SIZE OF DEPOT

Under the Barry Volkmann Architects plan, the square footages are as follows:

<b>Building Component</b>	<b>Volkmann Design (square feet)</b>
Two Museums	3,350 <del>4,950</del>
Museum Office/Kiosk/Entrance	235
Entrance Foyer	630
Common Areas (kitchen, bath rooms, mech.)	815
<del>Gift Shop</del> Museum Store	350 <del>4,150</del>
Sales Counter	250
Total	5,030
2 <sup>nd</sup> Story Meeting Room (future)	650
2 <sup>nd</sup> Story Museum Storage	Varies

For purposes of comparison, the congested Borland House is about 2,200 SF. This illustrates how little usable space is available in the Old Train Station.

## BARRY VOLKMANN ARCHITECTURAL DESIGN

The Volkmann design (see attached) was completed to support the Proposition 84 grant applications. However, there is inadequate space in the Depot to house the functions foreseen in the design. The Museum Store is too large in relationship to the Museum itself. In addition the design allocates too much space to common areas. And there is not enough space for a museum which is able to accommodate the following:

1. Permanent displays and “hands-on exhibits” in two museums with different themes.
2. Smithsonian exhibits (space requirements vary by exhibit).
3. The Joltin’ Joe.

Among the changes to the design to consider would be:

1. Remove one of the two staircases to the Conference Room (an elevator is in the design too).
2. Replace the public bathrooms with one small staff toilet. Transfer the public bathrooms to the caboose outside the Depot. This is the arrangement used at the Danville Depot. Or place one ADA accessible unisex bathroom in the center of the building.
3. Place a small (300 SF) museum store in the center of the building or in a train car.
4. Remove the ante-room at the entrance to the kitchen. Locate the kitchen near the elevator so it is central to the three facilities that it serves. Rotate the kitchen 90 degrees. Follow the specs provided by MHS for a kitchen suitable for catered fund-raising events.
5. Remove the Museum visitor’s kiosk.
6. Place the janitorial closet and mechanical room on the 2<sup>nd</sup> story instead of the 1<sup>st</sup> floor.
7. Place a potential coffee bar outside the building. Alternatives are as follows:
  - A cart with a colorful umbrella in the plaza. Or a Caffino kiosk.
  - A dining car -- added to the relocated train.

Operational fixes to the lack of floor space can include:

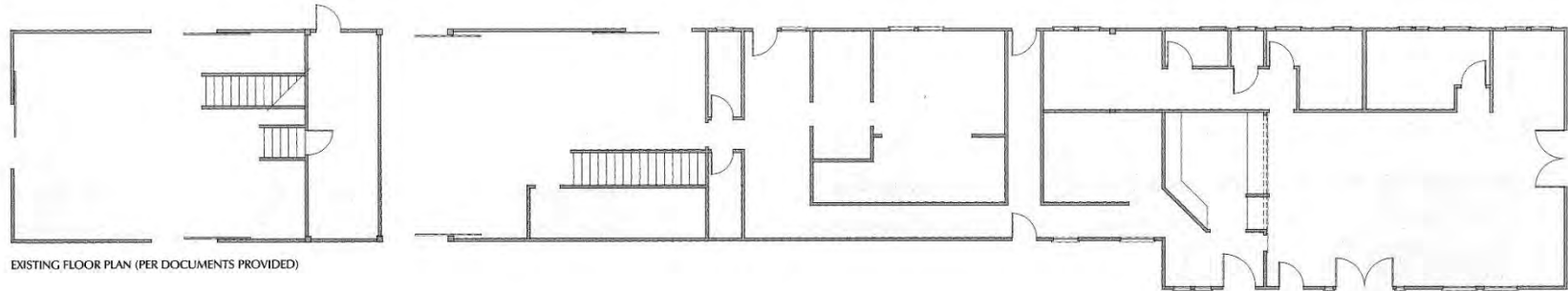
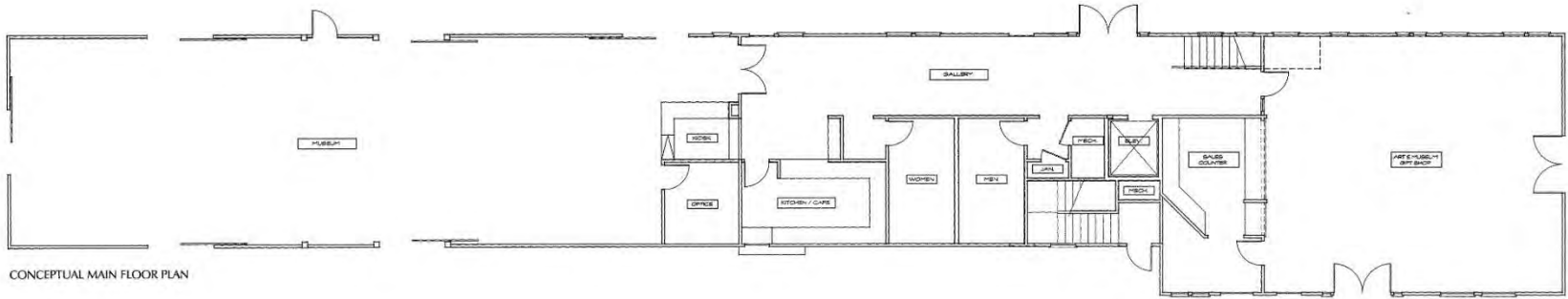
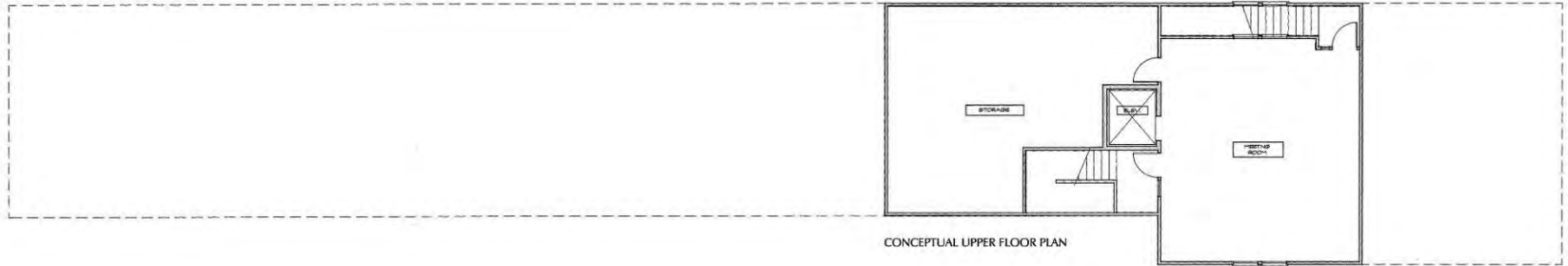
1. A sling and pulley system to raise the Joltin’ Joe off the floor and tilt it at 45 degrees to the viewer. This will be required when visiting exhibits are on the floor.
2. During visiting exhibitions, wind the exhibit’s display stands through the following areas:
  - Middle of the two Museums
  - Along walls of Entrance Foyer
  - Middle of the 2<sup>nd</sup> story conference room. This would prevent use of the room for other purposes during visiting exhibit periods. However, there are 17+ other meeting rooms downtown.

### **The Old Train Station (Southern Pacific Depot) in Martinez, CA**



**Pre-1915**

**Post-1987**



# MARTINEZ OLD TRAIN DEPOT

FERRY ST. MARTINEZ, CA 94553

CONCEPTUAL FLOOR PLAN & EXISTING FLOOR PLAN (PER DOCUMENTS PROVIDED)

01-11-10

**BARRY VOLKMANN**  
ARCHITECTS

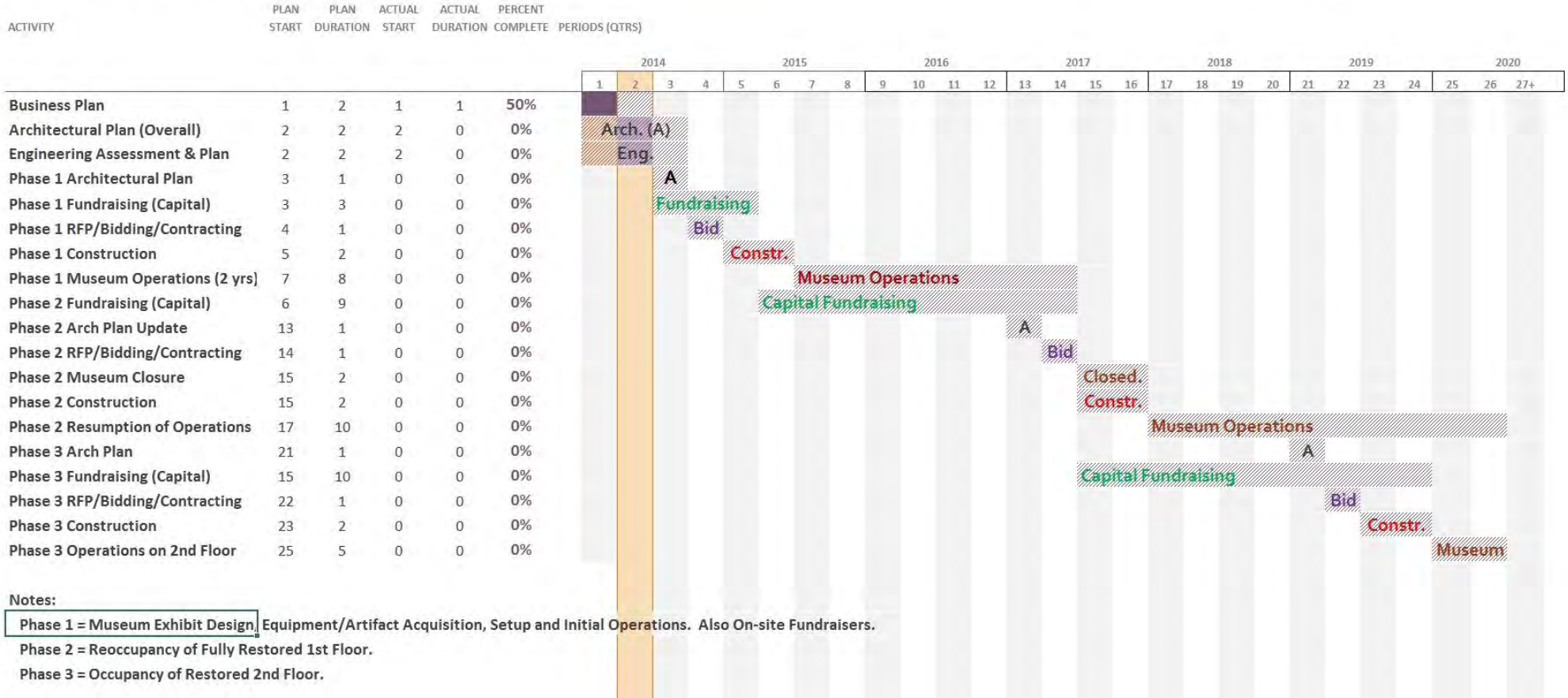
402 Maritz Avenue  
Contra Costa, CA 94520  
925.437.1422 (office)  
925.437.1428 (fax)  
www.bvov.com

3/16" = 1'-0"

# TIMELINE (Needs to be updated)

## Old Train Station Schedule

Period Highlight:  Plan Actual % Complete Actual (beyond plan) % Complete (beyond plan)



Notes:

- Phase 1 = Museum Exhibit Design, Equipment/Artifact Acquisition, Setup and Initial Operations. Also On-site Fundraisers.
- Phase 2 = Reoccupancy of Fully Restored 1st Floor.
- Phase 3 = Occupancy of Restored 2nd Floor.

<sup>i</sup> A list of the local, regional, state and federal agencies funding the construction of the Intermodal Station is available. The list also shows the amounts provided by each agency.

<sup>ii</sup> A 2-page list of the services provided by the Society to the community is available upon request.

<sup>iii</sup> A list of the board members, their affiliations and qualifications is available upon request.

<sup>iv</sup> Alternative suggestions for the name of the Museum are:

- Museum of the Carquinez Strait
- Museum of Contra Costa County
- Museum of Transportation & Communication
- Museum of Transportation & Commerce (suggested by the Pacific Grove Museum for wider appeal)
- Martinez Historical Society Art and Cultural Center
- 

<sup>v</sup> Martinez Resident A.F. Bray was a key figure in moving forward plans for bridging both the Carquinez Strait and the San Francisco Bay.

<sup>vi</sup> Refer to the Smithsonian Institute's Traveling Exhibition Service: <http://www.sites.si.edu/>.

<sup>vii</sup> There are around 25 sources of high quality traveling displays – including the following: <http://exhibitenvoy.org/>.

<sup>viii</sup> The need for a community meeting room is minimal. Although several organizations which were surveyed liked the concept, an equal number objected to a community meeting room because there are too many such rooms already in existence downtown – and they are under-utilized. These include:

1. Martinez Event Center
2. Shell Clubhouse
3. Creek Monkey Tap House (3<sup>rd</sup> floor)
4. Royal Thai Restaurant (Banquet Room)
5. The Yacht Club
6. Luigi's Deli (Side Room)
7. City Hall (board room)
8. City Hall (Council Chambers)
9. Senior Community Center
10. Veterans Memorial Hall (Basement – includes kitchen)
11. Congregational Church (Mayflower Room)
12. Congregational Church (Basement + kitchen)
13. Congregational Church (Sanctuary – for concerts)
14. Masonic Temple (main dining room)
15. District Attorney Office (community room)
16. The Campbell Theater
17. Others (not listed)

<sup>ix</sup> A survey of approximately 35 non-profit organizations is available. The survey includes a number of interesting comments and suggestions. The survey is available upon request.

<sup>x</sup> Contact MHS for the other parking alternatives.

<sup>xi</sup> Contact MHS for the Old Depot parking lot usage statistics.

<sup>xii</sup> Contact MHS for the Bus Turnaround parking lot usage statistics.

<sup>xiii</sup> Committees are staffed with board members and other volunteers. City employees with an interest in a committee's particular function are encouraged to volunteer also.

## USAGE OF THE OLD TRAIN STATION White Paper

The Old Train Station was designated for use by the Martinez Historical Society as a museum. It would be difficult – if not impossible -- for the building to be used for any other purpose by any other party. This white paper explains why.

In the early 1990s, the City of Martinez decided to move forward with a proposal to design and construct an Intermodal Facility which would include a new Amtrak station. It was decided to preserve the Old Train Station, parts of which date back to 1876, and transfer it to the Martinez Historical Society for use as a museum. The Historical Society agreed to take the building and began making arrangements to do so.

To secure funding for the Intermodal project, a plan was developed by the City to support the fund-raising effort. The plan covered both the construction of the new Amtrak station (the Intermodal Facility) and the transfer of the Old Train Station to the Historical Society to operate as a museum. This plan was used to support funding applications which were submitted to the following sources:

1. Contra Costa Transportation Authority (CCTA)
2. Bay Area Rapid Transit District (BART)
3. Bay Area Air Quality Management District
4. Caltrans Rail Program and California Transportation Commission (CTC)
5. Federal Highway Administration (FHWA)
6. California Public Utilities Commission
7. Union Pacific Railroad

By 1999, over \$30 million in funding had been obtained from the above agencies to implement the plan. By 2002 the monies had been expended, and the new station put into use. But that portion of the plan which called for a museum in the Old Train Station has still not been implemented. However, in accepting the funding for the project, the City obligated itself to the funding organizations to fully implement the plan – and that includes transferring the Old Train Station to the Martinez Historical Society. The City Council has an additional obligation to the Society, the organization to which the building which offered and which agreed to take it.

The Society proposed two options to assist the City in reaching a decision moving forward:

1. A sale option. This is the Danville model.
2. A public/private partnership. This is similar to the Benicia model.

Both options call for restoring the Old Train Station and operating it as a regional museum and exposition center which will bring visitors to Martinez and will contribute to the revitalization of downtown Martinez. It should give the Council comfort that the Society has over 40 years demonstrated its ability to establish and operate a museum and the many support functions that a museum requires. In addition, the Society's 500 members & volunteers have been continually working to make the Old Train Station Museum a reality during the last 15 years, raising close to \$200,000 for this purpose. What is now needed is a decision by the Council to enable both parties to move on.



**Survey of Non-Profit Organizations**  
**Old Train Station Museum & Exposition Center**  
 As of ~~September 25, 2015~~ November 16, 2016

<b>Organizations (about 36)</b>	<b>Reaction (Before hearing about current plan)</b>	<b>Reaction (After hearing about current plan)</b>
Martinez Community Foundation (MCF) Stuart McCullough, President Cathy Ivers, Board Secretary	None	<ol style="list-style-type: none"> <li>1. The museum combined with the exposition center appears to be <u>so beneficial</u> to Martinez that MCF would like to support the project by utilizing a percentage of their Fund corpus and participating in the capital fund-raising campaign. This was the approach used by the Lafayette Community Foundation to raise \$12 million to construct the new Library &amp; Learning Center in that town.</li> <li>2. Representatives of MCF and MHS subsequently met with the fund-raising team in Lafayette to discuss their fund-raising approach for the Library.</li> <li>3. After recent discussions, MCF, MHS and MSRV will be jointly meeting with individual Council members to discuss the project's benefits, to answer questions and to request support for moving the project forward.</li> </ol>
SIR – Concord Branch (serves Martinez) Jim Whitset, Old Train Station Project Representative	None	<ol style="list-style-type: none"> <li>1. The project will be a great volunteer opportunity for the 300-man SIR chapter in Concord (which includes Martinez).</li> <li>2. SIR would like to provide volunteers with skills (carpentry, electrical and more) to help restore the building.</li> <li>3. SIR volunteers will make the model railroad a <u>club project</u>, and would like model the SP railroad – most likely the mid-1900s.</li> </ol>

		<p>4. After the Museum &amp; Exposition Center goes into operation, the Club would like to provide docents.</p>
<p>Main Street Martinez Exec. Dir. Leanne Peterson</p>	<ol style="list-style-type: none"> <li>1. MSM will need another location for storage. Will also need access before business hours for event set-up -- and after hours for event break down. Will also need lighted storage.</li> <li>2. Will the plan have a revitalization component – to help bring visitors from other communities to Martinez to shop and/or dine? Answer: yes.</li> </ol>	<ol style="list-style-type: none"> <li>1. Will help promote new exhibits as they are set up.</li> <li>2. Will help promote Smithsonian and visiting exhibits.</li> <li>3. Creating destination businesses, both for-profit and non-profit, is important to the success of downtown.</li> <li>4. Can literature be passed out promoting shopping/dining downtown? MHS answer: Yes.</li> <li>5. The non-profit staff are invited to attend the MSM workshop “Merchandising for Non-profits.”</li> <li>6. Consistent hours are important to cut down on disappointed visitors, to create a positive image of Martinez, and to encourage return trips.</li> </ol>
<p>Martinez Chamber President Adam Hoffert 287-7626 Executive Director John Stevens 228-2345</p>	<ol style="list-style-type: none"> <li>1. The Chamber moved their stored items out of the station already because it floods. The Chamber has most things in Public Storage.</li> </ol>	<ol style="list-style-type: none"> <li>1. Like the direction that we’re moving in.</li> <li>2. Likes the ideas of traveling exhibits – which keeps the Museum fresh &amp; alive – and keeps people coming.</li> <li>3. Ties in with his vision of making Martinez a tourist destination.</li> <li>4. Likes the idea of putting artist studios in the Old Jail instead of the Depot. Would be willing to help write grants to make that happen and to take care of the asbestos that the County claims is an issue.</li> <li>5. Likes the idea of marketing the Old Jail (artists), the Depot (museum) and the NPS (John Muir House) as a package destination for visitors arriving by train or otherwise.</li> <li>6. Most of the Chambers remaining storage (there isn’t much that is still needed) could be moved into City-provided storage elsewhere.</li> </ol>
<p>Hispanic Chamber of Commerce Ernie Guerrero, Martinez Rep 787-3214</p>	<p>None</p>	<ol style="list-style-type: none"> <li>1. Terrific concept. Love it.</li> <li>2. Keep everything active – the more activities to give visitors something to do, the better.</li> <li>3. Find a way to add a railroad pump car for the kids to</li> </ol>

		<p>move back and forth – even just a short distance.</p> <ol style="list-style-type: none"> <li>4. Need wall space where literature can be handed out to encourage patronizing Main Street businesses.</li> <li>5. Need to hand out other literature which encourages visitors to leave the Depot and explore the sights downtown.</li> <li>6. There should be a map showing places to see downtown. With a walking tour brochure like the Society already has – but with a starting point at the Depot.</li> <li>7. Need displays on the history of the Martinez during Martini events with cross-promotion.</li> <li>8. Not in favor of a community room. That will take business away from the other for-profits and non-profits already offering meeting places.</li> <li>9. Would rather have visitors directed to Main Street for a beverage. If they get it in the Depot, they might leave town from there instead of going downtown.</li> </ol>
<p>Worth a Dam Heidi Perryman 283-4499</p>	<p>None</p>	<ol style="list-style-type: none"> <li>1. It sounds very exciting.</li> <li>2. What about an area with wall-mounted pockets for literature from non-profits – to include the beavers. Answer: yes.</li> <li>3. Could the subjects of interest to the non-profits (for example the watershed groups) be highlighted periodically in the Museum’s rotating displays if the non-profits help? Answer: yes.</li> <li>4. Would be happy to get together with Igor Skaredoff and write up a blurb on the above to support grant applications.</li> <li>5. Is there an asbestos issue with the locomotive?</li> </ol>
<p>California Native Plant Society. Botanical Trail Project Leader. Elaine Jackson</p>	<p>None</p>	<ol style="list-style-type: none"> <li>1. What a marvelous, marvelous use for the building.</li> <li>2. Let’s do some planters with California natives – make the Depot a stop on the Botanical Trail Project. That</li> </ol>

372-0687		<p>also pulls in the National Park Service, Friends of Alhambra Creek and the New Leaf Academy. Will write blurb on this for grant applications.</p> <ol style="list-style-type: none"> <li>3. Agrees with Heidi Perryman's suggestions.</li> <li>4. Might volunteer to take a shift in restored building.</li> </ol>
<p>Muir Heritage Land Trust  Linus Eukel  228-5460  Denis Huston, Chair  No number.  Paul Craig  370-9729</p>	None	<p>From Paul Craig. In some of their locations, the Land Trust has plans to use an app for a smart phone that beeps when you are near an interesting spot. Then the app delivers 1) a photo of the object you are likely to be interested in and 2) a sound clip with information about it. There are possibilities for an app which includes the Depot, the old train, and the California native plantings in the Depot plaza.</p>
<p>Martinez Education Foundation  Cheryl Vereschagin, President  (925) 229-0482 – H  (925) 381-4090 – C</p>	None	<ol style="list-style-type: none"> <li>1. What an exciting undertaking!</li> <li>2. Cheryl has been on tours of the Borland House with the 3<sup>rd</sup> graders as they study the history of their community.</li> <li>3. Contact Rami Muth about how the Depot Museum can best fit in with the school curriculum. Fits with the 4<sup>th</sup> grade for sure when the students study Early California history.</li> <li>4. In terms of a name, votes for "Museum of Transportation and Communication". It is more exciting and evocative than "Museum of the Carquinez Strait".</li> <li>5. Cheryl's parents are docents at the RR Museum in Sacramento.</li> </ol>
<p>Rotary Club of Martinez  President Shelley Pighin  229-2508</p>	None	<ol style="list-style-type: none"> <li>1. A Depot Museum would be such a boon for Martinez.</li> <li>2. Would like a community meeting room to rent for special occasions.</li> <li>3. What about adding a dining car to the train? Would like to be able to hold functions there too – just as we</li> </ol>

		<p>can be done at Rox on Main, for example.</p> <p>4. Will write letter, if needed, supporting the plan.</p>
<p>Friends of Alhambra Creek President Shirley Skaredoff</p>		<p>1. Likes the community meeting room.</p> <p>2. Will support the current plan.</p>
<p>Martinez Arts Association Cathy Riggs</p>		<p>1. Likes the plan.</p> <p>2. MAA volunteers would be willing to put up with the vibration and intense noise (whistles, engines, and track rumble).</p> <p>3. Periodic flooding would not be an issue. There is no need to place art or craft items on the floor.</p> <p>4. Would like the City and MHS to be an advocate on behalf of MAA for the County making the Old Jail available for artist studios. The last enquiry by MAA was met with resistance because of the "asbestos problem". However, that has to be mitigated sooner or later, so why not now?</p>
<p>Lioness Club of Martinez President Jan Sparacino 229-9033 <a href="mailto:Bobsparacino07@comcast.net">Bobsparacino07@comcast.net</a></p>	None	<p>1. Sounds like a great addition to our community. Very exciting. Let her know how she can help.</p> <p>2. Jan gave a recap to the Lionesses board. Our boards share several members including just-retired Assistant County Recorder Barbara Chambers.</p> <p>3. What about an auditorium instead of a community conference room, since we have so many of the latter already?</p> <p>4. A board member asked if there would be space for the Joltin' Joe?</p>
<p>Sons of Italy in America, Diablo Valley Lodge #2167 President Chuck Bisetti 935-1228</p>	<p>A place is needed for the Joltin' Joe so it is out of the weather, can't be vandalized and is protected from acidic bird droppings.</p>	<p>1. Sounds like a great plan.</p> <p>2. Likes the visiting exhibitions designed to bring tourists to Martinez to contribute to downtown revitalization.</p> <p>3. Joe DiMaggio exhibits and the Joltin' Joe would help bring in visitors.</p> <p>4. It's important to protect the building so it doesn't</p>

		burn down like the 150 unit structure near the ball park in SF.
MTZO Maria Billingsley 372-6657	None	<ol style="list-style-type: none"> <li>1. The theme should be trains, shipping, ferry, Pony Express and related forms of communication (telegraph, telephone). Is there enough space to do that properly? Answer: No ... not in the current plan.</li> <li>2. The mixture of functions will muddy the mission of the building and its image in the community.</li> <li>3. It sounds like the JMFC approach – which brought disparate functions under one umbrella – and failed.</li> </ol>
Martinez Early Childhood Center Cassie Campbell 925-229-2000		<ol style="list-style-type: none"> <li>1. Likes the concept very much.</li> <li>2. Will put the kids on a bus and bring them down as soon as we're ready.</li> <li>3. Likes the idea of visiting exhibits to continually provide something new to see.</li> <li>4. Will it be possible to take the children into one or more railroad cars? Would like that.</li> <li>5. Good luck!</li> </ol>
Pleasant Hill-Martinez American Association of University Women Janice Walker 827-3374 in Concord. Kit Hein 228-7503 (home) in Martinez. Co-presidents	<ol style="list-style-type: none"> <li>1. Have read about it in the Gazette.</li> <li>2. Also hear about it from time to time from Harriett Burt and Nancy Hobart.</li> <li>3. AAUW is increasing its Martinez focus. They are having a program in March at Lemongrass Bistro.</li> </ol>	<ol style="list-style-type: none"> <li>1. It sounds very exciting.</li> <li>2. Loves the interactive exhibit concept. Love the idea of moving the train.</li> <li>3. Looks forward to bringing her grandchildren down during the summers.</li> <li>4. Let AAUW know how they can help. They may be a source of volunteers.</li> <li>5. They have some material they intend to donate to the Local History Library (at the Borland House).</li> </ol>
Central County Homeless Outreach Doug Stewart 812-3511	Would like to hear the proposed plan first.	<ol style="list-style-type: none"> <li>1. Love the idea of a regional Museum bringing visitors from afar to Martinez.</li> <li>2. Like the idea of moving the train from the Park. The homeless are constantly breaking into the caboose where it is. It's now in poor shape. And he (Doug)</li> </ol>

		<p>and the police have better things to do than constantly running off the homeless and the kids.</p> <ol style="list-style-type: none"> <li>3. Looks forward to bringing his children to the Museum to see the "hands on" exhibits (like the telephone and telegraph) plus the train.</li> <li>4. It is not a good place for a community center because of the high volume of train traffic and the intense noise levels.</li> <li>5. Also not a good place for Loaves and Fishes. Why would we want to parade our poor people through downtown and force them to make a spectacle of themselves?</li> </ol>
<p>Foster a Dream Wendy Dunivan, President 228-4789</p>		<ol style="list-style-type: none"> <li>1. Wendy really likes the idea of visiting exhibits which could be marketed to visitors throughout this county and adjacent counties to bring visitors to Martinez who would not otherwise come here.</li> <li>2. Wendy will call back with suggestions about promoting the facility to out-of-towners.</li> <li>3. Earl was a member of a group of three (primarily) who were the advocates for setting up the Visitors Center and funding it. He advises persistence in presenting the Depot Plan to the City and defending it. Be well-organized. Be prepared to answer any and all questions. Price out the volunteer hours, so City can see how much value the town will receive for municipal funds expended on the project.</li> </ol>
<p>E Clampus Vitus Chapter13 Joaquin Murietta Humbug Jason Arther *925-497-0435 cell <a href="mailto:jasonarther.vinca@gmail.com">jasonarther.vinca@gmail.com</a></p>		<ol style="list-style-type: none"> <li>1. The plan really sounds great.</li> <li>2. Let E Clampus Vitus know how they can help the Society. They would like to help out.</li> <li>3. The Clampers have a board meeting tonight. Will run it by them to see if they have any further input.</li> </ol>
<p>Martinez Masonic Lodge #41</p>		<ol style="list-style-type: none"> <li>1. The plan sounds great!</li> </ol>





		<p>from pigeon droppings.</p> <p>11. A junior docent program would be great too where the students could learn work skills through "job shadowing".</p>
<p>Martinez Boys &amp; Girls Club Boys &amp; Girls Club, Diablo Valley Tuong, Truong, Exec. Dir. 228-3677. Per Angela voice mail message, call Truong's cell: 707- 696-1177</p>	<p>None.</p>	<p>1. What a great vision.</p> <p>2. Would make a good destination for field trips by the kids from the Boys &amp; Girls Club which is nearby and easy to get to.</p> <p>3. Like the idea of interactive displays that would be both fun and educational for kids.</p>
<p>Soroptomist Int'l. of Martinez President Stacey Lompa 787-3745 (cell)</p>	<p>None</p>	<p>1. Sounds like it will be really great for Martinez.</p> <p>2. Particularly like the idea of hosting visiting exhibits.</p> <p>3. This will help bring visitors to Martinez.</p> <p>4. Will run it by the members and get back to us if they come up with further ideas.</p>
<p>John Muir Association President Joanne Dunec 941-3250 (workplace: Miller Star Regalia)</p>	<p>1. I (Joanne) was the former JMFC president. It was understood that the Depot would be the MHS project.</p> <p>2. The City was a part of the JMFC for the purpose of helping the JMFC partners – including helping MHS with the Depot. Has something changed?</p>	<p>1. Sounds like a great vision for the building!</p> <p>2. Likes the "hands on" exhibits to engage visitors!</p> <p>3. The Depot Museum can help promote visitors to the John Muir park site. Can't think of another JMA connection at the moment, but will consult with the rest of the board.</p> <p>4. Joanne set up a complex legal structure to enable the non-profit at Fort Mason to use historic tax credits to help fund their renovations. A "for profit" subsidiary and a 37.5 year lease were required.</p>
<p>Martinez Woman's Club (Int'l Federation of Women's Clubs) Doris Bonham 228-1959</p>	<p>None</p>	<p>Doris:</p> <p>1. Likes the museum concept.</p> <p>2. Loves going to museums in Europe.</p> <p>3. When the kids were young, stopped at the museums in every town they went through during vacations.</p> <p>4. Have a board meeting tomorrow night. Will get back to us with input from other board members.</p>

<p>Martinez Yacht Club Cindy Shelby, Commodore <del>872-8623</del> 681-9072 (per Bambi)</p>	<p>None</p>	<ol style="list-style-type: none"> <li>1. It sounds fine.</li> <li>2. Does not object to the conference room and kitchen in the Depot. The Yacht Club facility is not available very often to the public -- and is expensive to rent.</li> <li>3. Would like help in promoting the Yacht Club events.</li> <li>4. Did not know about the weekly email blast "What's Up Downtown". Note: we have since asked Leanne to add Cindy to the distribution list.</li> <li>5. Why does Martinez not have destination restaurants like Bull Valley Road House in Port Costa? It's so busy, you can't eat dinner there without a reservations.</li> </ol>
<p>Veterans Memorial Bldg, Martinez. American Legion 9<sup>th</sup> District. Veterans of Foreign Wars. Sea Cadets (<u>not</u> the same as the Sea Scouts). Commander Dave Jackson 518-3295</p>	<p>None</p>	<ol style="list-style-type: none"> <li>1. It sounds great.</li> <li>2. Anxious for the doors to open -- so we can see it.</li> <li>3. Like the hands-on concept for displays.</li> <li>4. Would very much like to see visiting exhibits from well-known museums like the Smithsonian. That will keep people coming back to Martinez too.</li> <li>5. Daughter works for the Smithsonian during the summers on their educational programs.</li> <li>6. Since the Depot conference room &amp; kitchen facility will be small, they will not take customers away from the Veterans who rent out their basement and kitchen in the Veterans Memorial Building.</li> <li>7. Check out the Railroad and Ferry Depot Museum in Tiburon. It is very appealing.</li> </ol>
<p>Kiwanis President Marlene Haws 370-6553 Incoming President Frank Hall  Friends of the Martinez Library</p>	<p>None.</p>	<p>Marlene:</p> <ol style="list-style-type: none"> <li>1. It's important to create destination businesses (both for-profit and non-profit) to bring people to Martinez. This project sounds like it will fit into that category.</li> <li>2. Fits in with making Martinez a cultural destination.</li> <li>3. It appears that the interior space will be at a premium</li> </ol>

<p>President Marlene Haws 370-6553</p>		<p>with all that is planned. A dedicated Museum in the Marina for the Joltin' Joe would be ideal.</p> <ol style="list-style-type: none"> <li>4. Would like to see an operable model train in the Depot like Bella Roma Pizza had before closing.</li> <li>5. Funding for expanded operating hours would benefit downtown and its businesses.</li> <li>6. If Loaves &amp; Fishes goes into the Odd Fellows' Hall, they will also rent out their "community room" too.</li> </ol> <p>Harriett:</p> <ol style="list-style-type: none"> <li>7. The Intermodal Station received federal funds which were predicated upon the Old Depot becoming a museum. Glad to see the project moving forward.</li> </ol>
<p>CONTRA COSTA REGIONAL MEDICAL CENTER AUXILIARY President Joanne Lee 370-5440 Call Monday between 9 and 4.</p>	<p>Loves the tranquility of Waterfront Park and the water. It's a great resource for Martinez.</p>	<ol style="list-style-type: none"> <li>1. Sounds absolutely fabulous.</li> <li>2. Supports anything we can do to show school children what life was like in earlier eras.</li> <li>3. Exhibits that are experiential &amp; tactile are important. They help both children &amp; adults remember the history lesson embedded in the exhibit.</li> <li>4. The train is a key component in the proposed Museum. It is important that visitors be able to enter one or more of the cars.</li> <li>5. The Hospital Auxiliary has some retired people in it who would undoubtedly like to volunteer at the new Museum.</li> <li>6. The board is meeting on Thursday. Will share the vision of the proposed Depot Museum with them.</li> </ol>
<p>Martinez Boys &amp; Girls Club Boys &amp; Girls Club, Diablo Valley Incoming president, Angela Rundles.</p>		<ol style="list-style-type: none"> <li>1. What a phenomenal idea! Excellent plan!</li> <li>2. Think of the possibilities for bringing groups of children through the Museum.</li> <li>3. Another facility which attracts students on field trips from as far away as Oakland is the Mt. View Sanitary District with both its plant and its wetlands.</li> <li>4. The dining car is a great idea. There is one near</li> </ol>

		<p>Healdsburg. Note: it is a modern car on a guest ranch and can be rented. Additional note: there is a "coffee caboose" in Yountville but its location and its stick-built front porch detract from its appearance.</p> <p>5. The Vic Stewart's Restaurant in Walnut Creek acquired a diner. Note: It is a "parlor car" – a multi-use car which is partially used for serving food which was cooked elsewhere (in the restaurant's commercial kitchen), but it is out of the price range for many. Note: there is a diner at the CA State RR Museum which can be rented for the service of catered food.</p> <p>6. Let's start fundraising!</p>
<p>National Park Service. Tom Leatherman Site Superintendant for John Muir + the 3 other nearby Park Sites. Ralph Bell NPS Facility Manager in this area.</p>		<p>Per Ralph Bell via Cathy Ivers:</p> <ol style="list-style-type: none"> <li>1. The JMA board appreciated the update on the plan at the April meeting and is very excited.</li> <li>2. In leadership meetings, NPS has been talking about the importance of partnering -- and they see the Depot concept as an opportunity to do that.</li> <li>3. NPS has been trying to figure out how to best get people from the train station to the John Muir historic site. There may be a tie-in here.</li> <li>4. NPS can also loan out exhibits for museums. This may be another opportunity for MHS.</li> <li>5. Ralph will talk to Tom Leatherman. Will undoubtedly request a future meeting to discuss NPS collaboration further.</li> </ol>
<p>Foster A Dream Kim Castaneda 228-0200 Has merged with VoA</p>		<ol style="list-style-type: none"> <li>1. Enjoys taking her kids to museums.</li> <li>2. It would be nice to rent space in the Museum itself (not the conference room) for events. For example, the California State RR Museum has venues for groups to rent. Note: There are 7 such venues. See <a href="http://www.csrmf.org/facility-rentals">www.csrmf.org/facility-rentals</a></li> </ol>

		<ol style="list-style-type: none"> <li>3. Also went to a function in an actual Art Museum. The museum ambience during the event was wonderful! The area with precious art objects and borrowed/visiting exhibits was off-limits.</li> <li>4. Facilities rental might be a significant fund-raising function for some Museums.</li> </ol>
<p>Independent Order of Oddfellows. Chapter closed. However, the Rebekahs are still active. Per Concord Oddfellows Secretary Fay McCartney (828-1091), call Fern Sutherland (934-6333). Per Fern, call Catherine Olsen at 228-4509 <a href="mailto:bcolsen1318@netzero.com">bcolsen1318@netzero.com</a></p>		<ol style="list-style-type: none"> <li>1. Thinks the plan is great. Sounds like heaven!</li> <li>2. Will come down and work in the Depot Museum.</li> <li>3. Was the first Mrs. Santa Claus in Martinez.</li> <li>4. Husband Benjamin once painted the City Museum.</li> <li>5. Knows Mike Menesini well. Appreciates that he likes Martinez history.</li> <li>6. The Rebekahs are moving. They have things they would like to donate to the Museum – if MHS wants them. Could Andrea call?</li> </ol>

## Design and Construction of the Intermodal Project Facility (Old Train Station Component)

In the early 1990s, the City of Martinez decided to move forward with a proposal to design and construct an Intermodal Facility which would include a new Amtrak station. It was decided to preserve the Old Train Station, parts of which date back to 1876, and transfer it to the Martinez Historical Society for use as a museum. The Historical Society agreed to take the building. In 1998, the City Council then allocated the building to the Society, specifically for use as an annex to their existing Museum which was housed in cramped quarters inside the Borland House.

The Society has looked in the City files for the official paperwork dating from 1998, but it may have gone through the surplus record destruction process. However, the Museum does have a few City newsletters, letters and other documents which refer to arrangement to transfer the Old Train Station to the Historical Society. And the following Council persons from that period remember the plan:

1. Harriett Burt
2. Barbara Woodburn
3. Mike Menesini
4. Rob Schroder

The proposal to build the Intermodal Facility also included a funding component. To obtain the funds, a plan was developed to cover both the construction of the new Amtrak station (the Intermodal Facility) and the transfer of the Old Train Station to the Historical Society to operate as a museum. This plan was used to support funding applications which were submitted to the following sources:

1. Contra Costa Transportation Authority (CCTA)
2. Bay Area Rapid Transit District (BART)
3. Bay Area Air Quality Management District
4. Caltrans Rail Program and California Transportation Commission (CTC)
5. Federal Highway Administration (FHWA)
6. California Public Utilities Commission
7. Union Pacific Railroad

By 1999, over \$30 million in funding had been obtained to implement the plan. By 2002 the monies had been expended, and the new station opened up. But that portion of the plan which called for a museum in the Old Train Station has still not been implemented. However, in accepting the funding for the project, the City obligated itself to the funders to fully implement the plan – and that includes transferring the Old Train Station over to the Martinez Historical Society. The City has an additional obligation to fulfill its commitment to the Society itself by turning over the building to the organization which already agreed to accept it and which has the demonstrated ability to create the museum in the building that was envisioned under the plan.

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**From:** Helen Rossi <HRossi@martinez.k12.ca.us>

**Sent:** Wednesday, December 20, 2023 12:23 PM

**To:** Michael Chandler <mchandler@cityofmartinez.org>

**Cc:** Brianne Zorn <bzorn@cityofmartinez.org>; Courtney Masella-O'Brien <cmasellaobrien@martinez.k12.ca.us>

**Subject:** Re: Cannabis on the upcoming Council agenda

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

My suggestions were:

Increase distance requirement from 600 to at least 1000 feet from any school park or playground - for future permits and

If security requirements change from 24/7, then I would ask that at EMBARC, security remain until after the MAE programs end, Monday through Thursday evenings at 9:15pm in order to ensure the safety of the students who attend.

December 20, 2023

Council Chamber  
525 Henrietta Street  
Martinez, CA 94553  
[cityclerk@cityofmartinez.org](mailto:cityclerk@cityofmartinez.org)

## Re: Consideration of Potential Revisions to Cannabis Regulations in the City of Martinez

Dear Mayor Zorn, Vice Mayor Ross, and Councilmembers Howard, Malhi and McKillop,

On behalf of *Getting it Right from the Start*, a project of the Public Health Institute, which is a 501c3 that has served California to promote public health for the past 55 years, we strongly support the potential revisions to the City of Martinez's local cannabis regulations. The suggested changes will support public health, help ensure smoke-free air, and keep kids from being exposed to cannabis advertising. They reflect evidence-based recommendations widely adopted by many California jurisdictions. We do feel the City of Martinez's proposed cannabis regulation changes could be further strengthened in the following ways:

- 1) **Equity:** Rather than simply requiring that cannabis business applicants propose specific measures to address diversity, equity, and inclusion, the City of Martinez should establish social equity policies that explicitly prioritize social equity applicants for any open cannabis business licenses offered in the future, or require licensees to be nonprofits with equity in hiring. Cannabis tax revenues should be allocated for youth programs or those that advance social, racial, and economic equity.
- 2) **Billboards: Any new language prohibiting cannabis advertisements on billboards should apply to both any existing and new billboards in Martinez and should not in any way weaken existing law.** Current regulations prohibit "non-accessory signs and arrows" which we understood to include all billboards. Billboards are also a form of advertising that inevitably expose children and youth to marketing. Youth exposure to outdoor advertising of cannabis, alcohol, or tobacco products increases youth interest in, use, and positive perceptions of those products.<sup>1,2</sup> Historically, racial and ethnic minorities have also been exposed at higher rates to alcohol and tobacco billboards in California. Youth in communities of color are already disproportionately affected by the legal consequences of underage alcohol, tobacco, and cannabis use, as well as the long-term health disparities resulting from heavy marketing of those substances.
- 3) **Temporary Events and On-site consumption:** Explicitly prohibiting temporary cannabis events and consumption of cannabis in any cannabis business premises will prevent exposing patrons and employees to the harms of secondhand cannabis smoke and vapor.
  - o Researchers comparing tobacco and cannabis secondhand smoke found that the average secondhand PM<sub>2.5</sub> (particulate matter) concentrations from smoking a cannabis joint in the home were found to be 4.4 times as great as the secondhand PM<sub>2.5</sub> concentrations

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<sup>1</sup> Collins RL, Martino SC, Kovalchik SA, Becker KM, Shadel WG, D'Amico EJ. Alcohol Advertising Exposure Among Middle School-Age Youth: An Assessment Across All Media and Venues. *J Stud Alcohol Drugs*. 2016 May;77(3):384-92. doi: 10.15288/jsad.2016.77.384.

<sup>2</sup> Trangenstein PJ, Whitehill JM, Jenkins MC, Jernigan DH, Moreno MA. Cannabis Marketing and Problematic Cannabis Use Among Adolescents. *J Stud Alcohol Drugs*. 2021 Mar;82(2):288-296. doi: 10.15288/jsad.2021.82.288.



from smoking a tobacco cigarette.<sup>3</sup> Cannabis smoke has been found to have 20 times higher levels of ammonia and 3-5 times more hydrogen cyanide, some aromatic amines, nitrogen dioxide and nitric oxide than tobacco smoke.<sup>4</sup> A study assessing the effects of on-site consumption of cannabis on PM<sub>2.5</sub> concentration in the retail and consumption space of a cannabis store where smoking was banned, but vaporizing and dabbing were permitted, found that the average PM<sub>2.5</sub> concentration when the business was open was 28 times higher than when the business was closed.<sup>5</sup> The concentrations found just from vaping cannabis in this study were similar to those observed in indoor spaces where smoking is permitted.<sup>6</sup>

- Cannabis smoke is harmful to the placenta.<sup>7</sup>
- UCSF researchers found that just one minute of marijuana smoke substantially impaired the function of the vascular endothelium for at least 90 minutes, longer than secondhand tobacco smoke, demonstrating the potential for adverse effects on heart health.<sup>8</sup>
- Yet most adults and seniors using cannabis are unaware that cannabis use is increasingly associated with increased risk of arrhythmias, heart attacks and strokes.<sup>9</sup>
- Cannabis smoke can negatively affect the respiratory system.<sup>10</sup>
- National surveys have found that US adults are incorrectly perceiving cannabis smoke as safer than tobacco smoke, when the existing science demonstrates that that is not the case, increasing risks of renormalization of smoking.<sup>11</sup> The normalization of smoking in public spaces promoted by temporary events in parks, fairs, concerts and other public spaces contributes to these inaccurate perceptions and reversing progress in smoke-free air.
- Even at outdoor events, worker health is affected, as evidenced by a study of law enforcement officers providing security at outdoor concerts where cannabis use was widespread, cannabis was present in the post-event urine of 34% and officers reported common symptoms during the concerts including burning, itchy, or red eyes (31%); dry mouth (21%); headache (21%); and coughing (21%).
- In short, secondhand cannabis smoke and vapor pollutes the air as much or more than tobacco. Suggestions that exposure to secondhand cannabis smoke or vapor is safe are misleading.

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<sup>3</sup> Ott WR, Wallace LA, Cheng KC, Hildemann LM. Measuring PM<sub>2.5</sub> concentrations from secondhand tobacco vs. marijuana smoke in 9 rooms of a detached 2-story house. *Sci Total Environ*. 2022 Dec 15;852:158244. doi: 10.1016/j.scitotenv.2022.158244.

<sup>4</sup> Moir D, Rickert WS, Levasseur G, Larose Y, Maertens R, White P, Desjardins S. A comparison of mainstream and sidestream marijuana and tobacco cigarette smoke produced under two machine smoking conditions. *Chem Res Toxicol*. 2008 Feb;21(2):494-502. doi: 10.1021/tx700275p.

<sup>5</sup> Murphy MB, Huang AS, Schick SF. PM<sub>2.5</sub> Concentrations in a Cannabis Store with On-Site Consumption. *Environ Health Perspect*. 2021 Jun;129(6):67701. doi: 10.1289/EHP8689.

<sup>6</sup> Murphy MB, Huang AS, Schick SF. PM<sub>2.5</sub> Concentrations in a Cannabis Store with On-Site Consumption. *Environ Health Perspect*. 2021 Jun;129(6):67701. doi: 10.1289/EHP8689. Epub 2021 Jun 16. PMID: 34132612.

<sup>7</sup> Banerjee S, Deacon A, Suter MA, Aagaard KM. Understanding the Placental Biology of Tobacco Smoke, Nicotine, and Marijuana (THC) Exposures During Pregnancy. *Clin Obstet Gynecol*. 2022 Jun 1;65(2):347-359.

<sup>8</sup> Wang X, Derakhshandeh R, Liu J, Narayan S, Nabavizadeh P, Le S, Danforth OM, Pinnamaneni K, Rodriguez HJ, Luu E, Sievers RE, Schick SF, Glantz SA, Springer ML. One Minute of Marijuana Secondhand Smoke Exposure Substantially Impairs Vascular Endothelial Function. *J Am Heart Assoc*. 2016 Jul 27;5(8):e003858. doi: 10.1161/JAHA.116.003858.

<sup>9</sup> Kloner RA. Marijuana and electronic cigarettes on cardiac arrhythmias. *Heart Rhythm*. 2023 Jan;20(1):87-88. doi: 10.1016/j.hrthm.2022.09.022. Epub 2022 Nov 15. PMID: 36603938.

<sup>10</sup> Khoj L, Zagà V, Amram DL, Hosein K, Pistone G, Bisconti M, Serafini A, Cammarata LM, Cattaruzza MS, Mura M. Effects of cannabis smoking on the respiratory system: A state-of-the-art review. *Respir Med*. 2023 Dec 5;221:107494. doi: 10.1016/j.rmed.2023.107494.

<sup>11</sup> Chambers J, Keyhani S, Ling PM, Hoggatt KJ, Hasin D, Nguyen N, Woods A, Ryder A, Cohen BE. Perceptions of Safety of Daily Cannabis vs Tobacco Smoking and Secondhand Smoke Exposure, 2017-2021. *JAMA Netw Open*. 2023 Aug 1;6(8):e2328691. doi: 10.1001/jamanetworkopen.2023.28691. PMID: 37566411; PMCID: PMC10422186.

- Like tobacco smoke, it is also clear that engineering and ventilation techniques cannot reduce this pollution to healthy levels and complete smoke-free policies are the only way to provide healthy indoor environments.<sup>12</sup>
  - Workers in California have benefitted from rigorous smoke free air protections for a quarter of a century, a movement led by California. **On site consumption lounges and other workspaces with smoking inevitably require workers, including women who are or may become pregnant, to be exposed to secondhand smoke at the workplace, undermining this progress in worker protection.**
  - Z and Millennial youth have grown up in smoke-free environments, resulting in far lower rates of smoking and reduced risk of cancer and heart disease.
  - **By passing provisions that explicitly prohibit temporary cannabis events and consumption of cannabis in any cannabis business premises, Martinez will be doing its part to protect workers, smoke-free air and future generations.**
- 4) **Buffer zones:** In addition to adding parks and playgrounds as a sensitive use subject to a 600 foot buffer zone from cannabis businesses, we strongly encourage the inclusion of colleges, universities and libraries as sensitive uses that should be free from cannabis retailers, given roughly half or more of the college population are likely to be under age 21, the rapid increases in use by college-age youth in recent years, and the evidence of greater susceptibility to negative impact through the mid 20s.<sup>13,14</sup>
- 5) **Delivery locations:** Prohibition of cannabis delivery to workplaces involving trucking or transportation, daycare centers, and residences located on a school campus (e.g., dormitories) should also be considered.
- 6) **We also strongly suggest that the City of Martinez adopt Contra Costa County's important prohibition on flavored cannabis products intended for inhalation** (e.g., cannabis vaporizers).<sup>15</sup> It is well-known that products with characterizing flavors (such as strawberry-banana or grape) are particularly attractive to youth and should be restricted.<sup>16,17,18,19,20</sup> Similar provisions were recently adopted statewide for tobacco and overwhelming supported by the voters in their approval of Prop 31. Since Contra Costa's landmark adoption of the prohibition, the evidence that

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<sup>12</sup> Rotering TL, Lempert LK, Glantz SA. Emerging Indoor Air Laws for Onsite Cannabis Consumption Businesses in the U.S. *Am J Prev Med.* 2021 Dec;61(6):e267-e278.

<sup>13</sup> Patrick ME, Miech RA, Johnston LD, O'Malley PM. Monitoring the Future Panel Study annual report: National data on substance use among adults ages 19 to 60, 1976-2022. 2023. *Monitoring the Future Monograph Series.* Ann Arbor, MI: Institute for Social Research, University of Michigan.

<sup>14</sup> Office of the Surgeon General, U.S Surgeon General's Advisory: Marijuana Use and the Developing Brain. Available at: <https://www.hhs.gov/surgeongeneral/reports-and-publications/addiction-and-substance-misuse/advisory-on-marijuana-use-anddeveloping-brain/index.html>.

<sup>15</sup> Ordinance No. 2023-03, § 2 (g). Contra Costa County, CA. January 10, 2023.

<sup>16</sup> Cullen KA, Gentzke AS, Sawdey MD, Chang JT, Anic GM, Wang TW, Creamer MR, Jamal A, Ambrose BK, King BA. e-Cigarette Use Among Youth in the United States, 2019. *JAMA.* 2019 Dec 3;322(21):2095-2103. doi: 10.1001/jama.2019.18387.

<sup>17</sup> Garrison KA, O'Malley SS, Gueorguieva R, Krishnan-Sarin S. A fMRI study on the impact of advertising for flavored e-cigarettes on susceptible young adults. *Drug Alcohol Depend.* 2018 May 1;186:233-241. doi: 10.1016/j.drugalcdep.2018.01.026.

<sup>18</sup> Boccio CM, Jackson DB, Leal WE. Nicotine and marijuana attitudes among flavor-only vaping youth: New evidence from Monitoring the Future. *Addict Behav.* 2020 Mar;102:106186. doi: 10.1016/j.addbeh.2019.106186.

<sup>19</sup> Cooper M, Shi Y. Appeal rating and visual attention associated with youth-appealing cannabis packaging: An eye-tracking experiment. *Drug Alcohol Depend.* 2023 Dec 1;253:110992. doi: 10.1016/j.drugalcdep.2023.110992. Epub 2023 Oct 20. PMID: 37879129.

<sup>20</sup> D'Mello K, Chan GCK, Hall W, Rychert M, Wilkins C, Hammond D. Use of flavored cannabis vaping products in the US, Canada, Australia, and New Zealand: findings from the international cannabis policy study wave 4 (2021). *Am J Drug Alcohol Abuse.* 2023 Sep 3;49(5):640-651. doi: 10.1080/00952990.2023.2238116. Epub 2023 Aug 25. PMID: 37624645.



Advancing Public Health & Equity in Cannabis Policy

flavors in cannabis products hook kids has grown substantially.<sup>21</sup> Eighty percent of youth (ages 14-20) cannabis users who had ever used e-cigarettes used flavored products.<sup>22</sup> Companies like Stiiizy that are major producers of flavored vapes and which have fought these protections have also been exposed as players in the illicit market<sup>23</sup> and are being boycotted even by cannabis industry colleagues. While the industry may argue that this would just push people to the illicit market, in fact where such products are prohibited, as in Quebec the transition to the legal market has been successful but overall use of the high potency vapes is much lower<sup>24</sup> It is time to put in place the long-delayed guardrails on the cannabis kid's menu.

In summary, we urge you to consider these potential revisions to the City of Martinez's cannabis regulations because they capture key evidence-based policy recommendations for best practices that will protect youth and public health.

Respectfully,

Lynn Silver, MD, MPH, FAAP  
Director, Getting it Right from the Start  
Public Health Institute  
Clinical Professor, University of California, San Francisco  
[lsilver@phi.org](mailto:lsilver@phi.org)  
+1 917-974-7065

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<sup>21</sup> Chaffee BW, Couch ET, Wilkinson ML, Donaldson CD, Cheng NF, Ameli N, Zhang X, Gansky SA. Flavors increase adolescents' willingness to try nicotine and cannabis vape products. *Drug Alcohol Depend.* 2023 May 1;246:109834. doi: 10.1016/j.drugalcdep.2023.109834. Epub 2023 Mar 11. PMID: 36963159; PMCID: PMC10121941.

<sup>22</sup> Croker JA, Werts M, Couch ET, Chaffee BW. Cannabis use among adolescents and emerging adults who use e-cigarettes: Findings from an online, national U.S. Sample. *Addict Behav.* 2023 May;140:107620. doi: 10.1016/j.addbeh.2023.107620. Epub 2023 Jan 20. PMID: 36724700; PMCID: PMC9984189.

<sup>23</sup> <https://www.latimes.com/california/story/2023-12-12/stiizy-founder-tony-huang-cannabis-empire-landlord-black-market-dispensaries>

<sup>24</sup> <https://www.greenmarketreport.com/l-a-cannabis-trade-group-calls-for-stiizy-boycott-following-illicit-market-allegations/>

December 20, 2023

Council Chamber  
525 Henrietta Street  
Martinez, CA 94553  
[cityclerk@cityofmartinez.org](mailto:cityclerk@cityofmartinez.org)

## Re: Consideration of Potential Revisions to Cannabis Regulations in the City of Martinez

Dear Mayor Zorn, Vice Mayor Ross, and Councilmembers Howard, Malhi and McKillop,

On behalf of *Getting it Right from the Start*, a project of the Public Health Institute, which is a 501c3 that has served California to promote public health for the past 55 years, we strongly support the potential revisions to the City of Martinez's local cannabis regulations. The suggested changes will support public health, help ensure smoke-free air, and keep kids from being exposed to cannabis advertising. They reflect evidence-based recommendations widely adopted by many California jurisdictions. We do feel the City of Martinez's proposed cannabis regulation changes could be further strengthened in the following ways:

- 1) **Equity:** Rather than simply requiring that cannabis business applicants propose specific measures to address diversity, equity, and inclusion, the City of Martinez should establish social equity policies that explicitly prioritize social equity applicants for any open cannabis business licenses offered in the future, or require licensees to be nonprofits with equity in hiring. Cannabis tax revenues should be allocated for youth programs or those that advance social, racial, and economic equity.
- 2) **Billboards: Any new language prohibiting cannabis advertisements on billboards should apply to both any existing and new billboards in Martinez and should not in any way weaken existing law.** Current regulations prohibit "non-accessory signs and arrows" which we understood to include all billboards. Billboards are also a form of advertising that inevitably expose children and youth to marketing. Youth exposure to outdoor advertising of cannabis, alcohol, or tobacco products increases youth interest in, use, and positive perceptions of those products.<sup>1,2</sup> Historically, racial and ethnic minorities have also been exposed at higher rates to alcohol and tobacco billboards in California. Youth in communities of color are already disproportionately affected by the legal consequences of underage alcohol, tobacco, and cannabis use, as well as the long-term health disparities resulting from heavy marketing of those substances.
- 3) **Temporary Events and On-site consumption:** Explicitly prohibiting temporary cannabis events and consumption of cannabis in any cannabis business premises will prevent exposing patrons and employees to the harms of secondhand cannabis smoke and vapor.
  - o Researchers comparing tobacco and cannabis secondhand smoke found that the average secondhand PM<sub>2.5</sub> (particulate matter) concentrations from smoking a cannabis joint in the home were found to be 4.4 times as great as the secondhand PM<sub>2.5</sub> concentrations

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<sup>1</sup> Collins RL, Martino SC, Kovalchik SA, Becker KM, Shadel WG, D'Amico EJ. Alcohol Advertising Exposure Among Middle School-Age Youth: An Assessment Across All Media and Venues. *J Stud Alcohol Drugs*. 2016 May;77(3):384-92. doi: 10.15288/jsad.2016.77.384.

<sup>2</sup> Trangenstein PJ, Whitehill JM, Jenkins MC, Jernigan DH, Moreno MA. Cannabis Marketing and Problematic Cannabis Use Among Adolescents. *J Stud Alcohol Drugs*. 2021 Mar;82(2):288-296. doi: 10.15288/jsad.2021.82.288.

from smoking a tobacco cigarette.<sup>3</sup> Cannabis smoke has been found to have 20 times higher levels of ammonia and 3-5 times more hydrogen cyanide, some aromatic amines, nitrogen dioxide and nitric oxide than tobacco smoke.<sup>4</sup> A study assessing the effects of on-site consumption of cannabis on PM<sub>2.5</sub> concentration in the retail and consumption space of a cannabis store where smoking was banned, but vaporizing and dabbing were permitted, found that the average PM<sub>2.5</sub> concentration when the business was open was 28 times higher than when the business was closed.<sup>5</sup> The concentrations found just from vaping cannabis in this study were similar to those observed in indoor spaces where smoking is permitted.<sup>6</sup>

- Cannabis smoke is harmful to the placenta.<sup>7</sup>
- UCSF researchers found that just one minute of marijuana smoke substantially impaired the function of the vascular endothelium for at least 90 minutes, longer than secondhand tobacco smoke, demonstrating the potential for adverse effects on heart health.<sup>8</sup>
- Yet most adults and seniors using cannabis are unaware that cannabis use is increasingly associated with increased risk of arrhythmias, heart attacks and strokes.<sup>9</sup>
- Cannabis smoke can negatively affect the respiratory system.<sup>10</sup>
- National surveys have found that US adults are incorrectly perceiving cannabis smoke as safer than tobacco smoke, when the existing science demonstrates that that is not the case, increasing risks of renormalization of smoking.<sup>11</sup> The normalization of smoking in public spaces promoted by temporary events in parks, fairs, concerts and other public spaces contributes to these inaccurate perceptions and reversing progress in smoke-free air.
- Even at outdoor events, worker health is affected, as evidenced by a study of law enforcement officers providing security at outdoor concerts where cannabis use was widespread, cannabis was present in the post-event urine of 34% and officers reported common symptoms during the concerts including burning, itchy, or red eyes (31%); dry mouth (21%); headache (21%); and coughing (21%).
- In short, secondhand cannabis smoke and vapor pollutes the air as much or more than tobacco. Suggestions that exposure to secondhand cannabis smoke or vapor is safe are misleading.

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<sup>3</sup> Ott WR, Wallace LA, Cheng KC, Hildemann LM. Measuring PM<sub>2.5</sub> concentrations from secondhand tobacco vs. marijuana smoke in 9 rooms of a detached 2-story house. *Sci Total Environ.* 2022 Dec 15;852:158244. doi: 10.1016/j.scitotenv.2022.158244.

<sup>4</sup> Moir D, Rickert WS, Levasseur G, Larose Y, Maertens R, White P, Desjardins S. A comparison of mainstream and sidestream marijuana and tobacco cigarette smoke produced under two machine smoking conditions. *Chem Res Toxicol.* 2008 Feb;21(2):494-502. doi: 10.1021/tx700275p.

<sup>5</sup> Murphy MB, Huang AS, Schick SF. PM<sub>2.5</sub> Concentrations in a Cannabis Store with On-Site Consumption. *Environ Health Perspect.* 2021 Jun;129(6):67701. doi: 10.1289/EHP8689.

<sup>6</sup> Murphy MB, Huang AS, Schick SF. PM<sub>2.5</sub> Concentrations in a Cannabis Store with On-Site Consumption. *Environ Health Perspect.* 2021 Jun;129(6):67701. doi: 10.1289/EHP8689. Epub 2021 Jun 16. PMID: 34132612.

<sup>7</sup> Banerjee S, Deacon A, Suter MA, Aagaard KM. Understanding the Placental Biology of Tobacco Smoke, Nicotine, and Marijuana (THC) Exposures During Pregnancy. *Clin Obstet Gynecol.* 2022 Jun 1;65(2):347-359.

<sup>8</sup> Wang X, Derakhshandeh R, Liu J, Narayan S, Nabavizadeh P, Le S, Danforth OM, Pinnamaneni K, Rodriguez HJ, Luu E, Sievers RE, Schick SF, Glantz SA, Springer ML. One Minute of Marijuana Secondhand Smoke Exposure Substantially Impairs Vascular Endothelial Function. *J Am Heart Assoc.* 2016 Jul 27;5(8):e003858. doi: 10.1161/JAHA.116.003858.

<sup>9</sup> Kloner RA. Marijuana and electronic cigarettes on cardiac arrhythmias. *Heart Rhythm.* 2023 Jan;20(1):87-88. doi: 10.1016/j.hrthm.2022.09.022. Epub 2022 Nov 15. PMID: 36603938.

<sup>10</sup> Khoj L, Zagà V, Amram DL, Hosein K, Pistone G, Bisconti M, Serafini A, Cammarata LM, Cattaruzza MS, Mura M. Effects of cannabis smoking on the respiratory system: A state-of-the-art review. *Respir Med.* 2023 Dec 5;221:107494. doi: 10.1016/j.rmed.2023.107494.

<sup>11</sup> Chambers J, Keyhani S, Ling PM, Hoggatt KJ, Hasin D, Nguyen N, Woods A, Ryder A, Cohen BE. Perceptions of Safety of Daily Cannabis vs Tobacco Smoking and Secondhand Smoke Exposure, 2017-2021. *JAMA Netw Open.* 2023 Aug 1;6(8):e2328691. doi: 10.1001/jamanetworkopen.2023.28691. PMID: 37566411; PMCID: PMC10422186.

- Like tobacco smoke, it is also clear that engineering and ventilation techniques cannot reduce this pollution to healthy levels and complete smoke-free policies are the only way to provide healthy indoor environments.<sup>12</sup>
  - Workers in California have benefitted from rigorous smoke free air protections for a quarter of a century, a movement led by California. **On site consumption lounges and other workspaces with smoking inevitably require workers, including women who are or may become pregnant, to be exposed to secondhand smoke at the workplace, undermining this progress in worker protection.**
  - Z and Millennial youth have grown up in smoke-free environments, resulting in far lower rates of smoking and reduced risk of cancer and heart disease.
  - **By passing provisions that explicitly prohibit temporary cannabis events and consumption of cannabis in any cannabis business premises, Martinez will be doing its part to protect workers, smoke-free air and future generations.**
- 4) **Buffer zones:** In addition to adding parks and playgrounds as a sensitive use subject to a 600 foot buffer zone from cannabis businesses, we strongly encourage the inclusion of colleges, universities and libraries as sensitive uses that should be free from cannabis retailers, given roughly half or more of the college population are likely to be under age 21, the rapid increases in use by college-age youth in recent years, and the evidence of greater susceptibility to negative impact through the mid 20s.<sup>13,14</sup>
- 5) **Delivery locations:** Prohibition of cannabis delivery to workplaces involving trucking or transportation, daycare centers, and residences located on a school campus (e.g., dormitories) should also be considered.
- 6) **We also strongly suggest that the City of Martinez adopt Contra Costa County's important prohibition on flavored cannabis products intended for inhalation** (e.g., cannabis vaporizers).<sup>15</sup> It is well-known that products with characterizing flavors (such as strawberry-banana or grape) are particularly attractive to youth and should be restricted.<sup>16,17,18,19,20</sup> Similar provisions were recently adopted statewide for tobacco and overwhelming supported by the voters in their approval of Prop 31. Since Contra Costa's landmark adoption of the prohibition, the evidence that

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<sup>12</sup> Rotering TL, Lempert LK, Glantz SA. Emerging Indoor Air Laws for Onsite Cannabis Consumption Businesses in the U.S. *Am J Prev Med.* 2021 Dec;61(6):e267-e278.

<sup>13</sup> Patrick ME, Miech RA, Johnston LD, O'Malley PM. Monitoring the Future Panel Study annual report: National data on substance use among adults ages 19 to 60, 1976-2022. 2023. *Monitoring the Future Monograph Series.* Ann Arbor, MI: Institute for Social Research, University of Michigan.

<sup>14</sup> Office of the Surgeon General, U.S Surgeon General's Advisory: Marijuana Use and the Developing Brain. Available at: <https://www.hhs.gov/surgeongeneral/reports-and-publications/addiction-and-substance-misuse/advisory-on-marijuana-use-anddeveloping-brain/index.html>.

<sup>15</sup> Ordinance No. 2023-03, § 2 (g). Contra Costa County, CA. January 10, 2023.

<sup>16</sup> Cullen KA, Gentzke AS, Sawdey MD, Chang JT, Anic GM, Wang TW, Creamer MR, Jamal A, Ambrose BK, King BA. e-Cigarette Use Among Youth in the United States, 2019. *JAMA.* 2019 Dec 3;322(21):2095-2103. doi: 10.1001/jama.2019.18387.

<sup>17</sup> Garrison KA, O'Malley SS, Gueorguieva R, Krishnan-Sarin S. A fMRI study on the impact of advertising for flavored e-cigarettes on susceptible young adults. *Drug Alcohol Depend.* 2018 May 1;186:233-241. doi: 10.1016/j.drugalcdep.2018.01.026.

<sup>18</sup> Boccio CM, Jackson DB, Leal WE. Nicotine and marijuana attitudes among flavor-only vaping youth: New evidence from Monitoring the Future. *Addict Behav.* 2020 Mar;102:106186. doi: 10.1016/j.addbeh.2019.106186.

<sup>19</sup> Cooper M, Shi Y. Appeal rating and visual attention associated with youth-appealing cannabis packaging: An eye-tracking experiment. *Drug Alcohol Depend.* 2023 Dec 1;253:110992. doi: 10.1016/j.drugalcdep.2023.110992. Epub 2023 Oct 20. PMID: 37879129.

<sup>20</sup> D'Mello K, Chan GCK, Hall W, Rychert M, Wilkins C, Hammond D. Use of flavored cannabis vaping products in the US, Canada, Australia, and New Zealand: findings from the international cannabis policy study wave 4 (2021). *Am J Drug Alcohol Abuse.* 2023 Sep 3;49(5):640-651. doi: 10.1080/00952990.2023.2238116. Epub 2023 Aug 25. PMID: 37624645.





Advancing Public Health & Equity in Cannabis Policy

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In summary, we urge you to consider these potential revisions to the City of Martinez's cannabis regulations because they capture key evidence-based policy recommendations for best practices that will protect youth and public health.

Respectfully,

Lynn Silver, MD, MPH, FAAP  
Director, Getting it Right from the Start  
Public Health Institute  
Clinical Professor, University of California, San Francisco  
[lsilver@phi.org](mailto:lsilver@phi.org)  
+1 917-974-7065

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<sup>21</sup> Chaffee BW, Couch ET, Wilkinson ML, Donaldson CD, Cheng NF, Ameli N, Zhang X, Gansky SA. Flavors increase adolescents' willingness to try nicotine and cannabis vape products. *Drug Alcohol Depend.* 2023 May 1;246:109834. doi: 10.1016/j.drugalcdep.2023.109834. Epub 2023 Mar 11. PMID: 36963159; PMCID: PMC10121941.

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<sup>23</sup> <https://www.latimes.com/california/story/2023-12-12/stiizy-founder-tony-huang-cannabis-empire-landlord-black-market-dispensaries>

<sup>24</sup> <https://www.greenmarketreport.com/l-a-cannabis-trade-group-calls-for-stiizy-boycott-following-illicit-market-allegations/>

## Kat Galileo

---

**From:** greenbill@pacbell.net  
**Sent:** Monday, December 18, 2023 10:38 PM  
**To:** CityClerk  
**Subject:** Comment on Alhambra Hills Preserve for Meeting December 20, 2023

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

I write in support of allowing leashed dogs and bikes on the Alhambra Hills Preserve. As someone who supported the City's purchase of the Alhambra Hills Preserve because it was advertised to "Allow public access to miles of recreational trails with regional trail connections to Briones Park and Mt. Wanda," I was extremely disappointed to read the recommendation against dogs or bicycles in the PUBLIC ACCESS AND HABITAT MANAGEMENT ANALYSIS:

*While the adjacent Briones Regional Park permits dog access and allows mountain biking and equestrian activities, it is recommended that only equestrian activities be permitted on the Preserve. In addition to problems related to livestock and general liability issues, dogs pose a risk to wildlife, including the special-status species that are known or likely to be present (e.g., woodrats, AWS, and CRLF). A primary purpose of establishing the Preserve is to protect such sensitive biological resources. Similarly, bicycles represent a potential liability for the City and also pose a risk to wildlife, so they should also be prohibited.*

Signage requiring dogs to remain on-leash and stating reasonable restrictions for bicycles (for example, a 10 mph speed limit and no off-trail usage) could easily be posted. This would encourage public use, limit liability for the City, and cause absolutely no more danger to wildlife than hikers, equestrians and other on-trail uses.

Also, I am in favor of all the pedestrian gates indicated on figure 4 of the report.

Sincerely,  
William H. Green  
Martinez, CA 94553  
925-890-6408



## Kat Galileo

---

**From:** Mark Thomson <thomsma@pacbell.net>  
**Sent:** Tuesday, December 19, 2023 10:17 PM  
**To:** CityClerk  
**Subject:** Public comment for Alhambra Open Space Study Session

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

The ALHAMBRA HILLS PUBLIC ACCESS AND HABITAT MANAGEMENT ANALYSIS recommendation about the prohibition of dogs in the open space should be rejected. Surrounding open spaces including Mt. Wanda, Paso Nogal Park, Hidden Lakes Open Space, Almond Ranch and Briones all allow dog access to the park properties. These parks ring the Alhambra Hills Open Space. The reasons cited by study include interactions with live stock, liability issues and risk to wildlife have all been managed successfully at the above mentioned parks and open spaces with dog access allowed. Even the restrictive EBMUD allow dog access to their open spaces in parts of their lands. It would be a shame to restrict the usage of the Alhambra Hills Open Space for reasons that are out of the norm for surrounding areas. Many Martinez residents (me included) hike the beautiful lands in the area with our dogs for both our exercise and theirs.

Please consider allowing dog access to the Alhambra Open Space. To restrict usage serves no real purpose.

Respectfully,

Mark Thomson  
918 Meadowvale Ct.  
Martinez, CA

# Kat Galileo

**From:** filmforever@gmail.com  
**Sent:** Wednesday, December 20, 2023 8:55 AM  
**To:** CityClerk  
**Subject:** Regarding Council study session tonight on Alhambra Hills

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

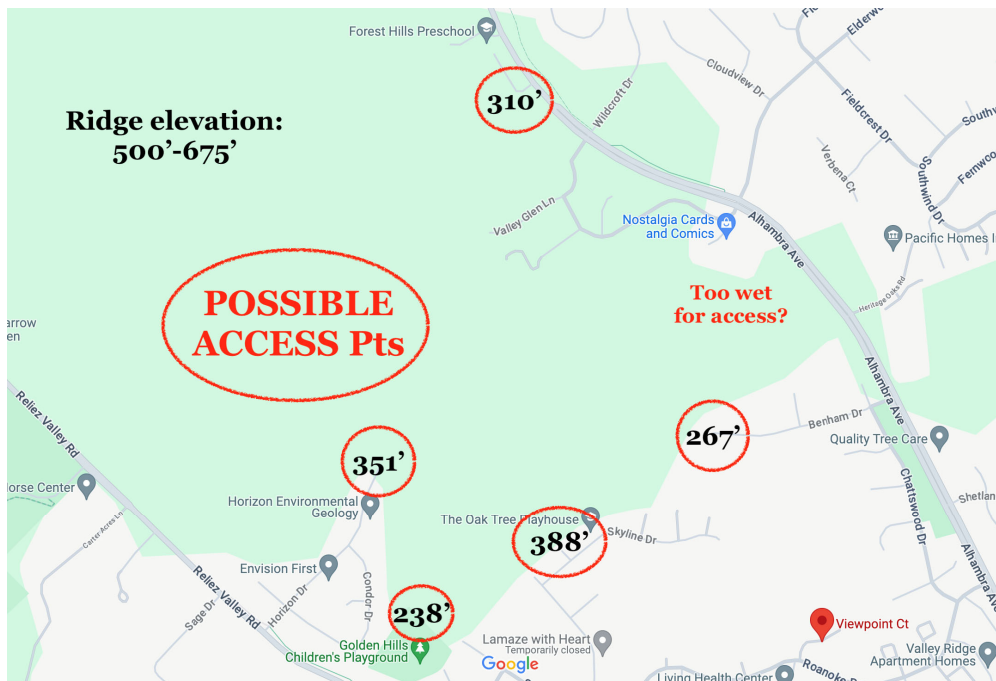
I have Covid and can't attend in person tonight. Alas.

I read the reports regarding Alhambra Hills for the study session. Looks good. May rile up the dog people if they are excluded but we have other places to hike I suppose.

Main thing with the dogs up there I see is chasing after cattle. The only flat spots on the whole parcel is the one ridgeline and that's where the main trail will be and also where the cows hang out. In Briones and other areas with cows and people and dogs the cows have many more options of where to roam.

Regarding access points: I've been up there from the church on a decent hike as well as from Horizon and Benham streets on other occasions. Definitely the church access is easiest for walking up. The other ones are a little steep but doable. If needed, adding a turn lane on Alhambra Ave. right there by the church may be difficult/expensive. I leave this decision up to the experts however.

Thanks!  
Max Godino



**From:** [Brian Haux](#)  
**To:** [CityClerk](#)  
**Subject:** City Council Study Session and Council Meeting December 20, 2023  
**Date:** Monday, December 18, 2023 10:53:43 AM

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

City Clerk of Martinez,

I am submitting the following questions for the City Council Study Session scheduled for December 20, 2023 at 6PM.

If some of these questions are more appropriate for the City Council Regular Meeting at 7PM, please address the questions to that forum.

These are in regards to the Measure F, the Alhambra Highlands park property.

1. Does the City of Martinez obtain revenue from the grazing activities at the Alhambra Highlands site, and if so, what is that annual revenue figure?
2. What is the anticipated date that the general public will have access to the park without the need for a docent escort?
3. What is the estimated annual cost to maintain the park?
4. It appears that property owners can request an exemption for the parcel tax associated with Measure F. What is the process for making that request and will that process be made available on the city website?
5. Originally Measure F was estimated to cost the city \$36M over a 30 year period. I believe this included the purchase of the property as well as ongoing maintenance over the 30 year period. Is this still an accurate estimate considering the recent increase in interest rates?

Thank you.

Brian Haux  
153 Macalvey Drive  
Martinez, CA 94553





# CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Melissa Jalanson  
PRINT CLEARLY

**Instructions:** Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # 19 MRE

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: ~~AK~~

BRIEF DESCRIPTION

*Turn in completed card to Clerk located at front dias. Thank you!*



# CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Gus Cicala  
PRINT CLEARLY

**Instructions:** Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # 1 Special - Study Sessia

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: \_\_\_\_\_

BRIEF DESCRIPTION

*Turn in completed card to Clerk located at front dias. Thank you!*



CITY OF MARTINEZ  
**SPEAKER CARD**

*old fire trail -  
report show  
pedestrian gate  
Prefer NOT*

First & Last Name: Ray Trebino

PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # ALHAMBRA HILLS

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

[ ] Option 2: Non-Agenda Item/Topic

- Item/Topic: \_\_\_\_\_

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!



CITY OF MARTINEZ  
**SPEAKER CARD**

First & Last Name: Eyre O Skalesoff

PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # STUDY SESSION ITEM FOR ALHAMBRA HILLS

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

[ ] Option 2: Non-Agenda Item/Topic

- Item/Topic: \_\_\_\_\_

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!



CITY OF MARTINEZ  
**SPEAKER CARD**

MILE HYAT

First & Last Name: \_\_\_\_\_

PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # ALHAMBRA HILLS

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

[ ] Option 2: Non-Agenda Item/Topic

- Item/Topic: \_\_\_\_\_

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!



CITY OF MARTINEZ  
**SPEAKER CARD**

JAMIE FOX

First & Last Name: \_\_\_\_\_

PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # ALHAMBRA HILLS

- I am... [ ] In Favor [ ] Neutral [ ] Oppose ... this item.

[ ] Option 2: Non-Agenda Item/Topic

- Item/Topic: \_\_\_\_\_

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!