CEQA ENVIRONMENTAL CHECKLIST FORM

1.	**Project Title:**	Loreto Bay Estates 15-Lot Subdivision County Files #CDRZ21-03260, CDSD21-09588, CDDP21-03028
2.	**Lead Agency Name and Address:**	Contra Costa County Department of Conservation and Development 30 Muir Rd. Martinez, CA 94553
3.	**Contact Person and Phone Number:**	Jennifer Cruz, Principal Planner, (925) 655-2867
4.	**Project Location:**	2.88-acre parcel on Pullman Avenue and Fairview Avenue, Bay Point, CA APN: 096-050-016
5.	**Project Sponsor's Name and Address:**	Monte Davis for Discovery Builders Inc. 4021 Port Chicago Hwy. Concord, CA 94520
6.	**General Plan Designation:**	The subject property is located within the Single-Family Residential-High Density (SH) General Plan land use designation.
7.	**Zoning:**	Existing - The subject property is located within the Heavy Industrial Zoning District (H-I), Railroad Corridor Combining District (-X) Proposed – Planned Unit District (P-1).

8. **Description of Project:** The applicant seeks approval of a rezoning of the subject property from H-1, Heavy Industrial Zoning District, Railroad Corridor Combining District to a Planned Unit District (P-1), a tentative map to subdivide the approximately 2.88-acre project site into 15 residential lots and four common area parcels for bioretention basins and a park, and a preliminary and final development plan to allow the construction of 15 residences. The residential lots will range in size from approximately 3,821 – 6,114 square feet. The common area parcels for the bioretention basins (Parcels A, B, D) range in size from approximately 6,611 – 10,263 square feet. The proposed park will be located on Parcel C and will be approximately 3,590 square feet. The proposed residences will range in size from approximately 1,829 – 2,559 square feet of living area. There will be approximately five code-protected trees removed, all consisting of Ailanthus Altissima trees, commonly known as *Tree of Heaven*. A request for a variance to allow the rezoning of the 2.88-acre property to a P-1 (where 5 acres is the minimum) is included in the project. There will be approximately 2,000 cubic yards of cut and fill that will be balanced on-site.

The subject property is not located within the Delta Diablo service boundary. Therefore, the project will require approval from the Local Agency Formation Commission (LAFCO).

9. Surrounding Land Uses and Setting:

Surrounding Area: The subject property is located in the Bay Point area of the County. The immediate surrounding area to the south and west primarily consists of single-family residential uses. However, further west and south of the subject property includes multiple-family residential uses. The Union Pacific Railroad (UPRR) line borders the entire length of the northern property line and the Burlington Northern and Santa Fe (BNSF) Railway exist further to the north of the site, running east and west. The land further to the north is designated as open space and is adjacent to the Sacramento/San Joaquin River. The land immediately to the east is currently vacant with residential uses within the City of Pittsburg further to the east. Highway 4 is approximately 0.75 miles south of the property.

Subject Property: The approximately 2.88-acre triangular shaped vacant site is located at the corner of Fairview Avenue and Pullman Avenue in the Bay Point area of the County. Pullman Avenue is located to the south of the project site and Fairview Avenue is located to the west of the project site. The project site is relatively flat and located within the Urban Limit Line. The site has approximately five multi-stemmed Ailanthus Altissima trees, commonly known as *Tree of Heaven*.

10. Other public agencies whose approval is required (e.g., permits, financing, approval, or participation agreement:

- Contra Costa County Building Inspection Division
- Contra Costa County Public Works Department
- Contra Costa County Health Services Department, Environmental Health Division
- Contra Costa County Fire Protection District
- Golden State Water District
- Delta Diablo Sanitary District
- Local Agency Formation Commission (LAFCO)

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

Notification of an opportunity to request consultation was submitted to the Wilton Rancheria Indian Tribe on April 18, 2022. The Tribe indicated no concerns on the project.

Environmental Factors Potentially Affected		
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.		
☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology/Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☐ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities/Services Systems	☐ Wildfire	☐ Mandatory Findings of Significance

Environmental Determination

On the basis of this initial evaluation:

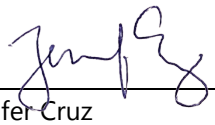
☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



July 29, 2022

Jennifer Cruz
Principal Planner
Contra Costa County
Department of Conservation & Development

Date

ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. ***AESTHETICS –*** *Except as provided in Public Resources Code Section 21099,* ***would the project*****:**				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

SUMMARY*:*

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

Figure 9-1 (Scenic Ridges & Waterways) of the General Plan Open Space Element identifies specific resources of Contra Costa County as designated scenic ridges and waterways. The intent of these scenic resource designations is to preserve and protect areas of identified high scenic value, where practical, and in accordance with the Land Use Element. The subject property is located at the southwest corner of Fairview Avenue and Pullman Avenue in the Bay Point area. This property is located approximately 1.1 miles south of the Sacramento River Delta a designated scenic waterway, as outlined in the Contra Costa County 2005-2020 General Plan. The residences directly to the west, south and further east of the subject property are at the same base elevation as the subject property, which are only approximately 30 feet above sea level. Furthermore, at a distance of approximately 1.1 miles and only up to 30 feet above sea level, views of the Sacramento River from this property and the surrounding residences are minimal. Therefore, there is a less than significant adverse effect on a scenic vista.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? ***(Less than Significant Impact)***

The Scenic Routes Map (Figure 5-4) of the County General Plan's Transportation and Circulation Element identifies scenic routes in the County, including both State Scenic Highways and County designated Scenic Routes. The subject property is located at the southwest corner of Fairview Avenue and Pullman Avenue in the Bay Point area. Neither road is considered a scenic route, nor is the property within the local vicinity of one. Although the project site is not located in the vicinity of a state scenic highway as designed in the County's General Plan, Highway 4 is identified as a connecting highway. However, Highway 4 is 0.75 miles south of the site and residential development exists between the project site and Highway 4. The property is currently vacant, with no structures, trees or rock outcroppings. Therefore, there is no potential for impacts to tree resources, rock outcroppings, or historic structures on the property within a scenic highway as a result of the proposed project.

c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?* ***(Less than Significant Impact)***

The subject property is located within the Single-Family Residential-High Density (SH) General Plan land use designation and within the Heavy Industrial Zoning District (H-I), Railroad Corridor Combining District (H-1, -X). The subject property is located in an urbanized area, primarily surrounded by residential development to the west, south, and east, and is within the Urban Limit Line. The project is to rezone the subject property to a Planned Unit District (P-1), subdivide the subject property into 15 lots and common areas, construction of 15 new residences, remove existing trees on-site, and installation of the required improvements for the subdivision. Thus, the project would not conflict with the applicable zoning and other regulations governing scenic quality and would be less than significant.

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

Potential sources of light associated with the project would consist of typical sources of lighting associated with a residential development including lighting from the newly constructed residences, and vehicles traveling to and from the project site. Streetlights will be installed for public and private streets for the proposed development. Although trees and vegetation are proposed at the front of each lot, which provides some screening, the development of the 15 new residential homes on a currently undeveloped property could increase lighting above existing levels. However, Mitigation Measure (MM) AES-4 would require exterior lighting to be directed downward and away from adjacent properties and public/private right-of-way to prevent excessive light spillover. With the implementation of MM AES-4, lighting impacts would be less than significant.

Glare resulting from the proposed residences' windows would be minimal and would be partially obscured by landscaping, depending on the time of day and the location of the reflecting light sources. Additionally, residential glass typically has a low reflectivity rate. Glare may also occur from on-site vehicles; however, such glare would be temporary, depending upon the time of day and location of the vehicle. MM AES-4 requires exterior lighting be directed downward and away from adjacent properties and public/private right-of-way to prevent glare. As such, glare impacts would be less than significant with mitigation.

Impact AES-4: New exterior lighting from the project site could adversely affect nighttime views in the area.

MM AES-4: Exterior Lighting: Proposed exterior lighting shall be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Open Space Element*.
- Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element.*
- Contra Costa County Zoning Ordinance
- Bellecci & Associates, Inc. 2022. *Loreto Bay Estates Tentative Map dated March 31, 2022*.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. *AGRICULTURAL AND FOREST RESOURCES – Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could result in the conversion of farmland to a non-agricultural use or conversion of forest land to a non-forest use?	☐	☐	☐	☒

SUMMARY:

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?* ***(Less than Significant Impact)***

Pursuant to the 2018 Contra Costa County Important Farmland Map, the subject property has been categorized as "urban and built-up land." Figure 8-2 (Important Agricultural Land Map) of the Conservation Element of the County General Plan does not identify the property as important agricultural area. The property is zoned as Heavy Industrial (H-1), Railroad Corridor Combining District and has a General Plan land use designation of Single-Family Residential-High Density (SH). The project is to rezone the subject property to a Planned Unit District, subdivide the property into 15 lots, construct a residence on each lot, and install improvements related to the subdivision. The proposed residences are a use that is consistent with the zoning and general plan. Therefore, the potential for converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as categorized by the California Resources Agency, to a non-agricultural use is less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

The project site is located within a Heavy Industrial, Railroad Corridor Combining District. The subject property is not currently in a Williamson Act contract. Therefore, there is no potential for the proposed project to conflict with existing zoning for agricultural uses, or with a Williamson Act contract.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g) or conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?* ***(No Impact)***

The project site is not considered forest land as defined by California Public Resources Code Section 12220(g), timberland as defined by California Public Resources Code Section 4526, or zoned Timberland Production as defined by California Government Code section 51104(g). The project site is zoned for heavy industrial uses and the project includes a rezone to a Planned Unit District to allow the residential development. Thus, the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland.

California Public Resources Code Section 12220, under the Forest Legacy Program Act, defines "forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Public Resources Code 4526, under the Forest Practice Act, defines "timberland" as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the board on a district basis after consultation with the district committees and others.

California Government Code 51104, under the Timberland Productivity Act, defines "timberland" as privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. "Timberland production zone" or "TPZ" means an area which has been zoned pursuant

to Section 51112 or 51113 of the Government Code and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in Public Resources Code 4526 or 12220. With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." As stated in the Contra Costa County General Plan, no land is used for timber harvesting.

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

The project site is a 2.88-acre vacant property with five trees. The project site is zoned Heavy Industrial, Railroad Corridor Combining District. The General Plan land use designation for the project site is Single-Family Residential-High Density. The project to rezone the site to a Planned Unit District, subdivide the site into 15 residential lots, and construct 15 residences and related improvements is consistent with the uses designated for the site. Furthermore, the project site is located in a developed area and the project site is currently zoned for industrial uses. Thus, the project would not result in the loss of forest land or conversion of forest land to non-forest use.

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

The project site is surrounded by primarily residential and industrial zoned areas of the County. The project is to rezone the property from Heavy Industrial, Railroad Corridor Combining District to a Planned Unit District (P-1), subdivide the site into 15 residential lots, and construct 15 residences and related improvements. Construction of a residence is an allowed use within the proposed P-1 zoning district. Furthermore, the project site is located in a developed area and the project site is currently zoned for industrial uses. Thus, the proposed project would not result in the conversion of farmland to a non-agricultural use.

Sources of Information

- Government Code section 51104(g)
- California Public Resources Code Section 12220(g)
- California Public Resources Code Section 4526
- Contra Costa County Code, Title 8, Zoning Ordinance.
- Contra Costa County General Plan, 2005-2020. *Land Use Element*, *Conservation Element*
- California Department of Conservation. *Contra Costa County Important Farmland 2018.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. *AIR QUALITY – Would the project:*				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

SUMMARY:

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

The 2017 Clean Air Plan, prepared by the Bay Area Air Quality Management District (BAAQMD), is the most recent plan prepared to fulfill state and federal air pollution reduction requirements. The 2017 plan provides a regional strategy to protect public health and protect the climate, as well as describing how the air district will continue to progress toward attaining all state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To accomplish this, the 2017 plan describes a multi-pollutant strategy to simultaneously reduce emissions and ambient concentrations of ozone, fine particulate matter, toxic air contaminants, as well as greenhouse gases (GHG) that contribute to climate change. The subdivision of land, or any other aspects of the proposed project, does not conflict with or obstruct implementation of any air quality plans for the region; therefore, the project will have a less than significant impact on this analysis category.

b) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ***(Less than Significant with Mitigation)***

In developing thresholds of significance for criteria air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively significant. As such, if a project exceeds the identified thresholds of significance, its emissions would be significant in terms of both project- and cumulative-level impacts, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Thus, this impact analysis and discussion is related to the project- and cumulative-level effect of the project's regional criteria air pollutant emissions.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The region is non-attainment for the federal and State ozone standards, the State PM_{10} standards, and the federal and State $PM_{2.5}$ standards. Potential impacts would result in exceedances of State or federal standards for NO_X or particulate matter (PM_{10} and $PM_{2.5}$). NO_X emissions are of concern because of potential health impacts from exposure to NO_X emissions during both construction and operation and as a precursor in the formation of airborne ozone. PM_{10} and $PM_{2.5}$ are of concern during construction, because of the potential to emit exhaust emissions from the operation of off-road construction equipment and fugitive dust during earth-disturbing activities (construction fugitive dust).

ROG emissions are also important, because of their participation in the formation of airborne ozone. Ozone is a respiratory irritant and an oxidant that increases susceptibility to respiratory infections and that can cause substantial damage to vegetation and other materials. Elevated ozone concentrations result in reduced lung function, particularly during vigorous physical activity. This health problem is particularly acute in sensitive receptors such as the sick, elderly, and young children.

By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The non-attainment status of regional pollutants is a result of past and present development within the Air Basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the Air Basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in non-attainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively significant when taken in combination with past, present, and future development projects.

The cumulative analysis focuses on whether a specific project would result in cumulatively significant emissions. According to Section 15064(h)(4) of the CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively significant. Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the proposed project would result in regional emissions that exceed the BAAQMD regional thresholds of significance for construction and operations on a project level. The thresholds of significance represent the allowable amount of emissions each project can generate without generating a cumulatively significant contribution to regional air quality impacts. Therefore, a project that would not exceed the BAAQMD thresholds of significance on the project level also would not be considered to result in a cumulatively significant impact with regard to regional air quality and would not be considered to result in a significant impact related to cumulative regional air quality.

Construction of the Project would result in emissions of criteria pollutants from the use of heavy-duty construction equipment, haul truck trips, and vehicle trips generated from construction

workers traveling to and from the site. In addition, fugitive dust PM_{10} emissions would result from excavation, trenching, and other construction activities. Construction would occur over approximately two years total (site preparation and construction of homes). Site preparation consists of the tree removal and minimal grading. Approximately 2,000 cubic yards is proposed for grading, which will be balanced on-site.

Construction-related effects from fugitive dust from the proposed project would be greatest during the site preparation and grading phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions in the area of the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity (amount of equipment operating), local weather conditions (such as wind speed), and characteristics such as soil moisture and silt content of the soil. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. For mitigation of fugitive dust emissions, the BAAQMD recommends implementing best management practices (BMPs), as a pragmatic and effective approach to controlling fugitive dust emissions (BAAQMD, 2017a). The BAAQMD notes that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent. The BAAQMD considers any project's construction-related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. There are a number of residences located along the southern and western border of the project site that would be impacted by fugitive dust generated by construction activities. Therefore, implementation of these BMPs would ensure the Project's fugitive dust emissions remained below a level of significance.

<u>Impact AIR-2</u>: Exhaust emissions and particulate matter produced by construction activities related to the project may cause exposure of the public or sensitive receptors to significant amounts of pollutants.

<u>Mitigation Measure AIR-2</u>: The following Bay Area Air Quality Management District, Basic Construction mitigation measures shall be implemented during project construction and shall be stated on the face of all construction plans:

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

C. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

D. All vehicle speeds on unpaved roads shall be limited to 15 mph.

E. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

F. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

G. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.

H. The applicant shall post a publicly visible sign with the developer/project manager's name and telephone number regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

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

The project includes construction of 15 single-family residences and related improvements. The surrounding properties are primarily single-family residential uses directly south, west, and further east of the property site, and industrial uses north of the property site. The closest schools are approximately 0.68 miles south of the project site and 0.69 miles southeast of the project site. It is anticipated that sensitive receptors would not be exposed to pollutant concentrations due to the scale of the proposed project. Residential uses typically do not generate substantial pollutant concentrations. Furthermore, the construction activities will be restricted to specific days of the week and to a limited number of work hours in order to lessen the amount of time during the week that sensitive receptors would be exposed to construction-related air quality impacts.

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

The project includes construction of 15 single-family residences and related improvements. During construction activities, construction equipment exhaust and application of asphalt and architectural coating would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. It is anticipated that by the time such emissions reach any

sensitive receptor sites, they would be diluted to well below any level of air quality or odor concern. Therefore, construction odors impacts would be less than significant.

The proposed 15 new residences would not likely generate objectionable odors. The types of uses that are considered to have objection odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer station, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), or petroleum refineries. The proposed project is residential in nature, and it is not anticipated to generate objectionable odors which may affect a substantial number of people. Therefore, this impact would be less than significant.

Sources of Information

- Bay Area Air Quality Management District. 2017. *Bay Area 2017 Clean Air Plan.*
- Bay Area Air Quality Management District. 2017. *Air Quality Guidelines.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. ***BIOLOGICAL RESOURCES – Would the project:***				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

SUMMARY:

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (**Less than Significant Impact)***

According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to a significant ecological area. The project area consists of non-native grasses and weeds, shrubs and a grove of small trees. There are five Ailanthus Altissima trees on the project site, commonly known as *Tree of Heaven.* The surrounding area primarily consists of developed

properties with residences. Thus, the proposed project would have a less than significant impact to habitats or special status species.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? (**Less than Significant Impact)***

According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to, a significant ecological area. The project site does not contain a riparian habitat. In addition, the project site is not within a sensitive natural community, since the surrounding area is largely developed. Thus, the proposed project would have a less than significant impact on any riparian habitat or other sensitive natural community.

c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (**Less than Significant Impact)***

The U.S. Army Corp of Engineers (Corps) and the U.S. Environmental Protection Agency (EPA) are two of the primary Federal agencies which enforce the Clean Water Act and administer the associated permitting program. As such, these agencies define wetland as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. The subject property would not be categorized as a wetland as defined above. Therefore, there is no potential for the proposed project having an adverse effect on a federally protected wetland.

d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites? **(Less than Significant Impact)***

As discussed above, the proposed project would not result in potentially significant impacts to special-status species. As such, the project's potential to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites is considered less than significant.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **(Less than Significant Impact)***

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The Contra Costa County Tree Protection and Preservation Ordinance provides for the protection of certain trees by regulating tree removal and development within their drip lines while allowing for reasonable development of private property. On any property proposed for development approval, the Ordinance requires tree alteration or removal to be considered as part of the project application. The proposed project includes the removal of five code-protected trees that are all Ailanthus Altissima trees, commonly known as *Tree of Heaven*. The proposed tree removal has been evaluated by CDD staff pursuant to the Tree Protection and Preservation Ordinance as well as the project plans for construction of the new residences, driveways, storm water control, and other site improvements and the Tree Inventory Report prepared by Traverso Tree. As the project includes the removal of code-protected trees, a tree permit is required in order to remove the trees. The project will require findings for approval or denial, and, if approved, will receive standard conditions of approval for restitution in order to reasonably restore the natural resources on-site. With the standard review and conditions implemented, the project will have a less than significant impact.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?* ***(Less than Significant Impact)***

The County has adopted the East Contra Costa County Habitat Conservation Plan / Natural Community Plan (HCP/NCCP), which provides a framework to protect natural resources in eastern Contra Costa County. This plan covers areas within the cities of Brentwood, Clayton, Oakley, Pittsburg, as well as unincorporated areas of eastern Contra Costa County. The subject property is within the covered area for the HCP/NCCP, and staff consulted with Contra Costa County HCP/NCCP staff. HCP/NCCP staff provided a response regarding the proposed project on August 30, 2021, stating that there are no comments. Therefore, the project will have a less than significant impact on the HCP/NCCP.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Land Use Element*, *Conservation Element*
- Traverso Tree. 2021. *Tree Inventory for Loreto Bay, Fairview Avenue, Pullman Avenue, Bay Point dated November 23, 2021.*
- East Contra Costa County Habitat Conservancy Staff. 2021. *Agency Comment Letter.* August 30, 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. *CULTURAL RESOURCES – Would the project:*				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

SUMMARY:

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to California Environmental Quality Act Guidelines Section 15064.5? ***(Less than Significant with Mitigation)***

Historical resources are defined in the California Environmental Quality Act Guidelines Section 15064.5 as a resources that fit any of the following definitions:

- Is listed in the California Register of Historic Places and has been determined to be eligible for listing by the State Historic Resources Commission;
- Is included in a local register of historic resources, and identified as significant in a historical resource survey that has been or will be included in the State Historic Resources Inventory; or
- Has been determined to be historically or culturally significant by a lead agency.

A memo prepared by the Northwest Information Center (NWIC) dated September 15, 2021 indicates that previous studies were prepared for the project area. There were two studies prepared, Study #30192 (Allan 2005) and Study #19778 (Eastman 1997) that identified no cultural resources within the project area. Based on the results of Study #30192 (Allan 2005), the project area has a low possibility of containing unrecorded archeological site(s). No further study for archaeological resources was recommended by NWIC.

While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources such as wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse, if encountered. This would represent a potentially significant impact related to historic resources. Implementation of the following mitigation measure would reduce the impact to undiscovered historical resources to a less than significant level.

Impact CUL-1: Subsurface construction activities could have the potential to damage previously undiscovered historical resources.

Mitigation Measure CUL-1: If during the course of construction activities there is accidental discovery, the following steps shall be taken and included on the face all construction plans:

All construction personnel, including operators of equipment involved in grading, or trenching activities will be advised of the need to immediately stop work if they observe any indications of the presence of an unanticipated cultural resource discovery (e.g. wood, stone, foundations, and other structural remains; debris-filled wells or privies; deposits of wood, glass, ceramics). If deposits of prehistoric or historical archaeological materials are encountered during ground disturbance activities, all work within 50 feet of the discovery shall be redirected and a qualified archaeologist contacted to evaluate the finds and, if necessary, develop appropriate treatment measures in consultation with the appropriate County and other agencies.

If the deposits are not eligible, avoidance is not necessary. If eligible, deposits will need to be avoided by impacts or such impacts must be mitigated. Upon completion of the archaeological assessment, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the NWIC and appropriate Contra Costa County agencies.

Implementation of Mitigation Measure CUL-1 would reduce the impact to a less than significant level.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Environmental Quality Act Guidelines Section 15064.5?* ***(Less than Significant with Mitigation)***

Figure 9-2 of the Open Space Element of the County General Plan identifies archaeologically sensitive areas in the County. According to this map, the project site is located within a largely urbanized area. A memo prepared by the Northwest Information Center dated September 15, 2021 indicates that previous studies were prepared for the project area. There were two studies prepared, Study #30192 (Allan 2005) and Study #19778 (Eastman 1997) that identified no cultural resources within the project area. Based on the results of Study #30192 (Allan 2005), the project area has a low possibility of containing unrecorded archeological site(s). No further study for archaeological resources was recommended. However, the project site is vacant and construction activities may encounter previously undiscovered archaeological resources. Implementation of the following mitigation measure would reduce the impact to undiscovered archaeological resources.

Impact CUL-2: Subsurface construction activities may have a significant impact to previously undiscovered archaeological resources.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Implementation of **Mitigation Measure CUL-1** would reduce this impact to a less than significant level.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?* ***(Less than Significant with Mitigation)***

No human remains or cemeteries are known to exist within or near the project site. However, there is a possibility that human remains could be present and accidental discovery could occur. If during project construction, subsurface construction activities damaged previously human remains, there could be a potentially significant impact. If human remains or any associated funerary artifacts are discovered during construction, all work must cease within the immediate vicinity of the discovery. In accordance with the California Health and Safety Code (Section 7050.5), the Contra Costa County Sheriff/Coroner must be contacted immediately. If the Coroner determines the remains to be Native American, the Coroner will notify the Native American Heritage Commission, which will in turn appoint a Most Likely Descendent (MLD) to act as a tribal representative and confirm next steps. Implementation of Mitigation Measure CUL-3 would reduce the potentially significant impact to a less than significant level.

Impact CUL-3: Project activities could have the potential to significantly impact previously undiscovered human remains.

Mitigation Measure CULT-3: If during the course of construction activities there is accidental discovery or recognition of any human remains, the following steps shall be taken and included on the face of all construction plans:

If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If the human remains are of a Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the property and provide recommendations for the proper treatment of the remains and associated grave goods. The MLD will work with the Applicant and a qualified archaeologist to determine the proper treatment of the human remains and any associated funerary objects. Construction activities will not resume until either the human remains are exhumed, or the remains are avoided via project construction design change.

Upon completion of the assessment by an archaeologist, the archaeologist should prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

should be submitted to the Northwest Information Center and appropriate Contra Costa agencies.

Sources of Information

- Contra Costa County General Plan 2005-2020. *Open Space Element*.
- California Historical Resources Information System, Northwest Information Center. 2021. *Agency comment letter dated September 15, 2021*.

6. *ENERGY – Would the project:*				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUMMARY:

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

Environmental effects related to energy include the project's energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the project on local and regional energy supplies; the effects of the project on peak and base period demands for electricity and other forms of energy; the degree to which the project complies with existing energy standards; the effects of the project on energy resources; and the project's projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The following factors demonstrate a project's significance in relation to these effects: (1) why certain measures were incorporated in the project and why other measures were dismissed; (2) The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid-waste; (3) The potential for reducing peak energy demand; (4) Alternate fuels (particularly renewable ones) or energy systems; and (5) Energy conservation which could result from recycling efforts.

Energy consumption includes energy required for the construction of the proposed project and the operational use of the 15 single-family residences. The proposed project's energy demand would be typical for a development of this scope and nature and would be required to comply with current state and local codes concerning energy consumption, including Title 24 of the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

California Code of Regulations, enforced by the Building Inspection Division. Therefore, the project would have a less than significant impact due to energy consumption.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?* ***(Less than Significant Impact)***

The Climate Action Plan (CAP) includes a number of greenhouse gas (GHG) emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal. Green building codes and debris recovery programs are among the strategies currently implemented by the County. The proposed project's energy demand would be typical for a development of this scope and nature and would be required to comply with current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the County's Building Inspection Division. Therefore, the project's potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency would be less then significant.

Sources of Information

- Contra Costa County, 2015. *Climate Action Plan.*

7. *GEOLOGY AND SOILS – Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUMMARY:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ***(Less than Significant Impact)***

The California Geological Survey (CGS) has delineated Alquist-Priolo (A-P) zones along the known active faults in California. The nearest fault considered active by CGS is the Concord fault, which is mapped approximately 6 ½ miles southwest of the project site. Another fault of regional significance is the Clayton fault, a through-going, northeast-dipping thrust fault that passes approximately two miles southwest of the project site. This fault zone tends to be complicated with several subparallel and branching traces. Additionally, the USGS map identifies relatively short cross-faults that extend in a generally northerly or northwesterly direction from the main trace of the Clayton fault. Some of these faults are growth faults (i.e., the amount of displacement on these cross faults is greatest for the oldest formations that are cut by the faults, and the amount is displacement is systematically less for the younger units that the bisected by these faults. Like the Clayton fault, the minor cross-faults are considered inactive by the USGS. No faults are mapped within the Pittsburg-Antioch Plain (They are concealed by the geologically recent Quaternary deposits).

A geotechnical investigation report was prepared for the site and project by TRC dated June 3, 2021. The TRC report identifies the distance of the site from known active and potentially active faults, indicating that the project site is not bisected of an active fault; and concludes the site is not located within an Earthquake Fault Zone (EFZ). Thus, the potential impact from surface fault rupture would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

TRC calculated the peak ground acceleration as 0.84g. TRC also cites a USGS report that has estimated a 72% chance of at least one magnitude 6.7 earthquake occurring in the San Francisco Bay Region during the 30-year period 2014-2044. Clearly during the useful life of the proposed structures, it can be anticipated that the proposed project will be exposed to very strong to violent earthquake ground shaking.

To mitigate the hazard posed to seismic shaking, the consultant has provided seismic coefficients for a Class D Site, based both on the California Building Code (2019) and Section11.4.8 ASCE 7-16 (see Table 5 on pg. 12 of the TRC report). Those parameters are used by the structural engineer in the design of civil engineering structures that require building permits.

Conservative design and quality construction could keep ground shaking damage to a minimum, but it cannot be eliminated. The risk of damage from ground shaking is controlled both by use of sound engineering judgement and compliance with the latest provisions of the California Building Code (CBC), as a minimum. The seismic design provisions of the CBC prescribe minimum lateral forces applied statistically to the structure(s), combined with the gravity forces and dead-and-live loads. The code-prescribed lateral forces are generally considered to be substantially smaller than comparable forces that would be associated with a major earthquake. The intent of the code is to enable structures to *(i)* resist minor earthquakes without damage, *(ii)* resist moderate earthquakes without structural damage but with some non-structural damage, and *(iii)* resist major earthquakes without collapse but with some structural as well as non-structural damage. Thus, the potential impact from seismic shaking would be less than significant.

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

TRC references the official Seismic Hazard Zone (SHZ) maps issued by the California Geological Survey and acknowledges that a portion of the project site is within the hazard zone for seismically induced liquefaction. The data gathered from CPT-1 and CPT-3 are inferred by TRC to adequately document that to a depth of 20 ft. below the ground surface there is no potential of liquefiable sands. Thus, for a surface manifestation of liquefaction (sand boils, permanent ground waves, etc.) the liquified layers would need to break through a 20 ft. thick non-liquefiable cap.

Based on the analysis of liquefaction potential, TRC indicated that the total settlement resulting from liquefaction could range from ¼ to ¾ inches and differential settlement associated with liquefaction was estimated to be on the order of ½ inch for over a horizontal

distance of 50 ft. Additionally, consolidation of dry sands locate above the water table could result in additional settlement of ¼ inch. On that basis the combined effect of liquefaction and dry sand consolidation could potentially range up to ¾ inch of differential settlement over a horizontal distance of 50 ft.

Impact GEO-1: The geotechnical investigation concludes there is a 20 ft. thick non-liquifiable cap that will protect the proposed residential project from ground failure associated with liquefaction that has been forecasted at depths ranging between 21.3 to 49.1 ft. below the grounds surface. The cap itself contains sand beds that are deemed to be non-liquefiable based on the Cone Penetration Test (CPT) logs. The forecasted estimates of settlement associated with liquefaction were based on engineering properties of the alluvial deposits penetrated in CPT-1 and CPT-3. Additional evaluation of liquefaction potential is warranted to address the following:

- **Analysis of liquefaction potential of the alluvial deposits penetrated by CPT-2.**
- **On the basis of CPT data alone, the sand beds within the non-liquefiable cap were considered to be too cohesive or too dense to liquefy. Best evidence would be logging of at least three auger borings, recording Standard Penetration Testing (SPT) blow counts, determining the depth to the water table, sampling of sands, and laboratory testing (i.e., moisture content, dry density, gradation, etc.), followed by and evaluation of liquefaction potential using an SPT methodology compliant with standards for projects located in the Seismic Hazard Zone. This approach would provide additional data to confirm/ modify the consultant's preliminary interpretation of cap thickness.**

Mitigation Measure GEO-1a: Prior to recordation of the final map, the applicant shall provide an updated geotechnical report for the review and approval by the County's Geologist and the Department of Conservation and Development, Community Development Division (CDD). The scope of the geotechnical update report shall include logging of a minimum of at least three auger borings that are approximately 25 ft. deep, each. Provide adequate data on the engineering properties of the sand layers within the non-liquefiable cap (i.e., within approximately 20 ft. of the ground surface). If this screening investigation encountered sands that were considered to be possible candidates for liquefaction, the liquefaction potential of this cap sands shall be performed.

Mitigation Measure GEO-1b: Prior to recordation of the final map, the applicant shall provide evaluation liquefaction potential of sands penetrated in CPT-2. Additionally, estimate the amount of dry consolidation settlement for CPT-2.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

iv) Landslides? ***(Less than Significant Impact)***

The Safety Element of the General Plan includes four policies that pertain to lands considered to be located within an area where liquefaction related hazards are present. These policy indicate that *(i)* project approvals are contingent on geologic and engineering studies which define and delineate the potential hazard posed by liquefaction, *(ii)* the geotechnical/ engineering geologic report for the project shall provide recommendations to reduce risks to less-than-significant, and *(iii)* through monitoring and testing during the construction period, the geotechnical engineer/ engineering geologist that ensure that their recommendations are properly interpreted and implemented by the contractor.

Since there are no landslides indicated on the site by mapping of the USGS, and because the official SHZ map indicates that site is not considered to be at risk of earthquake-triggered landslide displacement, the risks of landslide related ground failure are not substantial for this project.

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

According to the Soil Survey of Contra Costa County, the soil series mapped on the site is the Antioch loam (AdA; 0-2% slopes). [1] It is a non-prime agricultural soil (Class IV) with a Storie Index rating of 38. The primary limitations for agricultural use are nutrient level and alkali content. Regarding engineering properties, the expansivity of the soil varies with depth. Specifically, the AdA soil profile is 60 inches deep. The A-horizon extends from the surface to a depth of 17 inches, and it is only *slightly expansive.* The B1-horizon, extending from 17-36 inches, is rated *highly expansive*; and the B2-horizon, from 36-60 inches, is rated *moderately expansive.* With respect to the corrosion potential, the entire soil profile is rated *highly corrosive*. Expansive soils are soils that expand when water is added and shrink when they dry out. This continuous change in soils volume can cause homes and other structures to move unevenly and crack. It should also be recognized that corrosive soils tend to damage concrete and/or uncoated metal (steel) that is in contact with the ground. Design-level geotechnical reports typically provide laboratory test data to characterize soil conditions and provide at least a preliminary assessment of the expansion and corrosion potential of soils.

Impact GEO-2: The geotechnical report prepared for the project presented laboratory test data indicating the surface soils are expansive.

Mitigation Measure GEO-2: The applicant shall provide additional design details on the mitigation of expansive soils (i.e., recommendations) addressing (a) thickness of the import

[1] Welch, L.E. et. al., 1977, Soil Survey of Contra Costa County, California, USDA Soil Conservation Service

fill material on building pads, (b) the project geotechnical engineer shall approve any import brought to the site, (c) the import shall not be more expansive or more corrosive than the native soils on the site, (d) specify the final grades recommended within approximately 3 ft. of the foundation to achieve compliance with the intent of the geotechnical engineers recommendation that positive drainage be provided to direct water away from the foundation, and (e) include a report from the corrosion protection engineer as an appendix to the Updated Geotechnical Report. It shall include test results; analysis of the data gathered and provide design recommendations to mitigate the hazard posed by corrosive soils.

Implementation of Mitigation Measure GEO-2 would reduce any impacts to a less than significant level.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* ***(Less than Significant with Mitigation)***

TRC identified the need to evaluate the corrosion potential of native soils on the project site. The scope of their investigation included collecting of two samples for laboratory testing to evaluate the corrosion potential. The samples were collected at the CPT-2 probe site at a depth of 2 ft.; and at the CPT-3 probe site at a depth of 3½ ft. The data gathered allows TRC to provide a preliminary assessment of the corrosion potential of soils on the project site.

Impact GEO-3: The Geotechnical Report prepared presented laboratory test data indicating potential corrosion of soils.

Mitigation Measure GEO-3a: The Updated Geotechnical Report shall include a citation to the project plans and shall comment on their compliance with geotechnical recommendations and specifications.

Mitigation Measure GEO-3b: The Updated Geotechnical Report shall comment on grading and drainage plans for the project, including the citing and design of the Stormwater C.3 basins. If they are available, provide comments on the foundation plans and associated exhibits.

Mitigation Measure GEO-3c: The project geotechnical engineer shall provide adequate observation services to confirm that their foundation, final grading, and drainage recommendations have been implemented, as well as backfilling of utility trenches and construction of the private roads and flatwork.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

To mitigate the effects of expansive soils, TRC recommends use of non-expansive import fill for on building pads and use of a reinforced mat foundation system. Specific standards and criteria are presented in the TRC report that address both earthwork (pgs. 8-9) and foundations (pgs. 12-16). Additionally, TRC has recommended that *(i)* the structural engineer for the project to design foundations to accommodate the anticipated settlement, *(ii)* that roof gutter water be collected in a closed conduit and taken to an acceptable discharge point, *(iii)* that positive drainage be provided to direct water away from residential foundations, and *(iv)* avoid use of pressurize irrigate lines for any landscaped areas that are adjacent to building foundations.

TRC states that the resistivity testing indicates the soils to be very severely corrosive, although water-soluble sulphate ion concentrations appear to indicate that the corrosion hazard associated with sulfates to be negligible. Given that the water table on the site is relatively near the surface, TRC recommends there is a significant corrosion potential to metallic objects that are in contact with the ground. TRC has recommended that the developer retain a corrosion protection engineer to determine if additional testing is needed, and/or provide corrosion protection measures for buried metallic materials (underground utility lines, fire hydrant risers, etc.)

Mitigation Measures are recommended to avoid / control damage from expansive soil, including (a) import of non-expansive fill for use on the building pads and (b) use of a reinforced concrete post tension slab foundation system. The geotechnical engineer's conceptual approach to mitigation of the adverse soil conditions is clear. However, some further design details are needed in the Updated Geotechnical Report.

Implementation of mitigation measure ***GEO-2*** will address potential impacts to soil expansion, which would be reduced to a less than significant level.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***(Less than Significant Impact)***

The project site is not currently served by the Delta-Diablo Sanitary District. However, the applicant will need to annex into the Delta-Diablo district. Furthermore, there will be no septic systems proposed for the project.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Less than Significant with Mitigation)***

The possible opportunity for fossil material to be exposed would occur during trenching for utility lines (including storm drainage, sewers, domestic water, electrical and TV cable). Trenches would likely penetrate native soils and the underlying alluvium. Therefore, the role of the paleontologist (or archaeologist) would be limited to providing monitoring services during trenching operations. Standard CDD practice is to require that work shall stop if such materials are uncovered during grading, trenching, or other onsite earthwork until a certified paleontologist has had an opportunity to evaluate the significance of the find and suggest appropriate mitigation as deemed necessary.

Nevertheless, the following mitigation measure will address any unexpected discovery or find which may occur during the construction phase of the project.

Impact GEO-4: Unexpected discovery or find may occur during the construction phase of the project.

Mitigation Measure GEO-4*: The following General Notes* shall be placed on Sheets that show drainage improvements and utility improvements.

- **The underground/ grading contractor shall provide a minimum of 24-hour notice to the entity charged with providing the monitoring services.**
- **The entity that is providing the monitoring service shall be identified (name of firm, mailing address, phone number, and email).**

Sources of Information

- TRC. 2021. *Geotechnical Investigation Loreto Bay Estates, Pullman Avenue and Fairview Avenue, Bay Pint California dated June 3, 2021.*
- Welch, L.E. et. al., 1977, Soil Survey of Contra Costa County, California, USDA Soil Conservation Service
- Darwin Myers Associates, County Geologist. 2021. *Geologic Peer Review for County File #SD20-9545 dated* April 2, 2021.
- Contra Costa County General Plan, 2005-2020. *Safety Element.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
8. *GREENHOUSE GAS EMISSIONS – Would the project:*				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

***SUMMARY**:*

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

Greenhouse gases are gases that trap heat in the atmosphere and contribute to global climate change. Greenhouse gases include gases such as carbon dioxide, methane, nitrous oxide, and various fluorocarbons commonly found in aerosol sprays. Typically, a single residential or commercial construction project in the County would not generate enough greenhouse gas (GHG) emissions to substantially change the global average temperature; however, the accumulation of GHG emissions from all projects both within the County and outside the County has contributed and will contribute to global climate change.

Senate Bill 97 directed the Governor's Office of Planning and Research (OPR) to develop CEQA Guidelines for evaluation of GHG emissions impacts and recommend mitigation strategies. In response, OPR released the Technical Advisory: CEQA and Climate Change, and proposed revisions to the State CEQA guidelines (April 14, 2009) for consideration of GHG emissions. The California Natural Resources Agency adopted the proposed State CEQA Guidelines revisions on December 30, 2009 and the revisions were effective beginning March 18, 2010.

The bright-line numeric threshold of 1,100 MT CO2/yr is a numeric emissions level below which a project's contribution to global climate change would be less than "cumulatively considerable." This emissions rate is equivalent to a project size of an approximately 541,000-square-foot industrial use. Future construction of 15 single-family residences and related improvements would create some GHG emissions; however, the amount generated would be below the above-noted emission rate and not result in a significant adverse environmental impact. As the project does not exceed the screening criteria, the project would not result in the generation of GHG emissions that exceed the threshold of significance.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

At a regional scale, the BAAQMD adopted the Bay Area 2017 Clean Air Plan that addresses GHG emissions as well as various criteria air pollutants. The BAAQMD Plan included a number of pollutant reduction strategies for the San Francisco Bay air basin, many of which would be included in the project through Title 24 energy efficiency requirement for the expected new residences.

Within Contra Costa County, the Contra Costa County Board of Supervisors convened a Climate Change Working Group (CCWG) in May 2005, to identify existing County activities and policies that could reduce GHG emissions. In November 2005, the CCWG presented its Climate Protection Report to the Board of Supervisors, which included a list of existing and potential GHG reduction measures. This led to the quantification of relevant County information on GHGs in the December 2008 Municipal Climate Action Plan.

In April 2012, the Board directed the Department of Conservation and Development to prepare a Climate Action Plan (CAP) to address the reduction of GHG emissions in the unincorporated areas of the County. In December 2015, the Climate Action Plan was adopted by the Board of Supervisors. The Climate Action Plan includes a number of GHG emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal. Green building codes and debris recovery programs are among the strategies currently implemented by the County.

The project does not conflict with the policies outlined in the CAP. The project will incorporate Contra Costa County Climate Action Plan (CCC) emission reduction measures (as referenced in Appendix E "Developer Checklist" of the CCC). The checklist will be submitted to the Community Development Division prior to issuance of a building permit for each residence. Implementation of these emission reduction measures is considered a Qualified GHG Reduction Strategy under the CCC and therefore meets the BAAQMD's GHG threshold. The project would not conflict with the CAP and therefore would not be considered to have a significant impact.

Sources of Information

- Bay Area Air Quality Management District. 2017. *Bay Area 2017 Clean Air Plan.*
- Bay Area Air Quality Management District. 2017. *Air Quality Guidelines.*
- Contra Costa County. *Title 8: Zoning Ordinance*.
- Contra Costa County. 2008. *Municipal Climate Action Plan*.
- Contra Costa County. 2015. *Climate Action Plan.*

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

SUMMARY:

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

The project site is a vacant lot and there will be no demolition of buildings. However, during construction, both within the project site and within the areas proposed for the off-site improvements, the proposed project would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. The proposed project would be subject to the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local regulations that would reduce and limit the associated risks. Any handling,

transporting, use, or disposal would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations.

During project operations, hazardous materials may be handled on the project site. Because of the nature of the project, hazardous materials used on-site may vary but would likely be limited to small quantities of fertilizers, herbicides, pesticides, solvents, cleaning agents, and similar materials used for daily residential operations and maintenance activities. These types of materials are common for residential developments such as the project and represent a low risk to people and the environment when used as intended. Further, compliance with applicable plans and regulations, would provide public protection from hazards associated with the use, transport, treatment, and disposal of hazardous substances. Therefore, operational impacts related to public hazard risk as a result of hazardous materials transport, use, or disposal would be less than significant.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?* ***(Less than Significant Impact)***

Construction activity would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. The use of these materials would be subject to the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local regulations that would limit the use of hazardous materials and reduce the associated risks of exposure. Any handling, transporting, use, or disposal would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations, including the Environmental Protection Agency, Resource Conservation and Recovery Act, Caltrans, the Hazardous Materials Transportation Act, and the Contra Costa County Hazardous Materials Program. Therefore, construction impacts related to hazardous materials upset risk would be less than significant.

The project proposes construction of 15 residences and related subdivision improvements, landscaping, and open space. As such, the proposed project would not be expected to include industrial or retail development that involves hazardous materials such as gas stations, paint stores, or auto parts stores. Unlike industrial or retail facilities, residential development does not involve the type or quantity of hazardous materials that could pose a significant environmental accident.

Small quantities of hazardous materials would be used on-site during operation of the project, but not in sufficient quantities to create significant hazard in the unlikely event of upset or accident. These types of materials are common in such residential projects and represent a low risk to people and the environment when used as intended and would not be expected to result

in the release of hazardous materials into the environment. As such, operational impacts related to hazardous materials upset risk would be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***(No Impact)***

There are no existing or proposed schools located within a quarter mile of the project site. The closest schools to the site are Willow Cove Elementary School, located at 1880 Hanlon Way, in Pittsburg and Bel Air Elementary School, located at 663 Canal Road, in Bay Point. Willow Cove Elementary is approximately 0.69 miles southeast of the project site and Bel Aire Elementary School is 0.68 miles south of the project site. Thus, construction and operational impacts related to hazardous emissions proximate to a school would be less than significant.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* ***(No Impact)***

Pursuant to the Hazardous Waste and Substances Site List (Cortese) maintained by the California Department of Toxic Substances Control (DTSC), the project site is not categorized as a hazardous materials site.

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

The project site is located approximately 6.84 miles northeast from the Buchanan Field Airport. There would be no safety hazard or excessive noise related to a public airport or public use airport.

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

The project site is accessed from Pullman Avenue in Bay Point. Willow Pass Road is parallel to Pullman Avenue. There are a number of streets off of Willow Pass Road that are perpendicular and would end at Pullman Avenue going north. The project will provide two access points from Pullman Avenue to serve the 15 lots. The Contra Costa County Fire Protection District (CCCFPD) has reviewed the project plans and provided routine comments for the site. The project site is designed in accordance with the CCCFPD's and the County's standards to accommodate emergency vehicle access by providing two points of access that would be available to emergency vehicles. The Fire Protection District would review the construction drawings for the project at the time of submittal of a building permit application. Thus, project impacts related to emergency response and evacuation would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?* ***(Less than Significant Impact)***

The project site is located within a "Urban Unzoned" Fire Hazard Severity Zone (FHSZ) in a Local Responsibility Area as indicated in the County's mapping system in Accela. The fire hazard severity zones reflect the degree of severity of fire hazard that is expected to prevail in the area. The construction of the new residences would be subject to building standards required for structures within "Urban Unzoned" Fire Hazard Severity Zones. The building standard for the Fire Hazard Severity Zones would be enforced as the project goes through the plan checking process with the Building Inspection Division and the Contra Costa County Fire Protection District. As the project will comply with these standards, there would be a less than significant risk of loss, injury or death involving exposure of people or structures to wildland fires.

Sources of Information

- County's Mapping System in Accela. Accessed June 2022.
- Hazardous Waste and Substances Site List – "Cortese List." Accessed June 2022.
- Contra Costa County. 2000. *Contra Costa County Airport Land Use Compatibility Plan.*
- Contra Costa County General Plan. 2005-2020. *Transportation and Circulation Element.*
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated September 2, 2021*.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
10. *HYDROLOGY AND WATER QUALITY – Would the project:*				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
iv) Impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUMMARY:

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

The proposed project would comply with applicable water quality and discharge requirements. Contra Costa County, the Contra Costa County Flood Control and Water Conservation District, and 16 incorporated cities in the county have formed the Contra Costa Clean Water Program. In October 2009, the Regional Water Quality Control Board for the San Francisco Bay Region (RWQCB) adopted the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit for the Program, which regulates discharges from municipal storm drains.

Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The County has the authority to enforce compliance with its Municipal Regional Permit through the County's adopted C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. Due to the potential impervious areas that would be created for to the residential and access improvements on the site (approximately 54,553 square feet), this project triggers threshold requiring submittal of a Stormwater Control Plan (SWCP).

The SWCP prepared for the proposed project identifies Low Impact Development (LID) design strategies that optimizes site layout, use of permeable pavements, dispersal of runoff to pervious areas, and bioretention or other Integrated Management Practices. The applicant provided Preliminary Stormwater Control Plan dated October 2021 that is deemed to be preliminarily complete, however, it remains subject to future revision, as necessary, during preparation of improvement plans to bring it into full compliance with C.3 stormwater requirements.

With implementation of the practicable stormwater controls, the project would be compliant with applicable water quality standards or waste discharge requirements, resulting in a less than significant impact.

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

The proposed project would have new impervious surfaces of approximately 54,553 square feet. However, the proposed project would incorporate LID techniques as described in the SWCP, some of which allows natural filtration into project soils and naturally recharge ground water. The proposed project would not interfere substantially with groundwater supply, recharge, or groundwater management. Therefore, potential impacts related to the groundwater recharge and supply would be less than significant.

c) *Would the project substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *Result in substantial erosion or siltation on- or off-site?* ***(Less than Significant Impact)***

Division 914 of the County Ordinance Code requires that all storm water entering and/or originating on this property to be collected and conveyed, without diversion and within an

adequate storm drainage system, to an adequate natural watercourse having a definable bed and banks or to an existing adequate public storm drainage system which conveys the storm water to an adequate natural watercourse. The site generally slopes towards the north. A 30-inch storm drain, Line B of Drainage Area 48D, is located along the northern property line. Line B ultimately discharges into the Delta. The proposed development of DA 48D the project site was originally zoned as light industrial, and Line B was sized accordingly. The project proposes a less dense use therefore the receiving system is adequate to handle runoff from the development. Four bioretention basins are proposed to capture and treat the stormwater runoff. All bioretention basins will then discharge into the storm drain system located north easterly of the project along the railroad property. No runoff will be directly discharged to the drainage systems outside of the project site. As such, the proposed project would result in a less than significant impact regarding erosion or siltation on- or off-site.

ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?* ***(Less than Significant Impact)***

The proposed project would comply with regulations of the National Pollutant Discharge Elimination System (NPDES) Permit consistent with Division 1014 of the Ordinance Code. The site generally slopes towards the north. A 30-inch storm drain, Line B of Drainage Area 48D, is located along the northern property line. Line B ultimately discharges into the Delta. For the proposed development of DA 48D the project site was originally zoned as light industrial, and Line B was sized accordingly. The project proposes a less dense use therefore the receiving system is adequate to handle runoff from the development. Therefore, the project would not result in substantial on- or off-site flooding.

iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?* ***(Less than Significant Impact)***

The proposed development of DA 48D the project site was originally zoned as light industrial, and Line B was sized accordingly. The project proposes a less dense use therefore the receiving system is adequate to handle runoff from the development. Four bioretention basins are proposed to capture and treat the stormwater runoff. All bioretention basins will then discharge into the storm drain system located north easterly of the project along the railroad property. No runoff will be directly discharged to the drainage systems outside of the project site. Accordingly, the proposed project would not exceed the capacity of the stormwater system.

iv) *Impede or redirect flood flows?* ***(Less than Significant Impact)***

According to the Federal Emergency Management Agency (FEMA), the project is not located in area that is within a Special Flood Hazard Area. Furthermore, the improvements on the site are not expected to create any barrier that would impede or redirect flood flows, should flooding occur.

d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?* ***(Less than Significant Impact)***

The property does not lie within the Special Flood Hazard Area (100-year flood boundary) as designated on the Federal Emergency Management Agency Flood Insurance Rate Map. The project site is not located near the ocean, and as such would not be susceptible to inundation from a tsunami. The project site is not immediately located near a large, enclosed body of water and as such would not be susceptible to inundation from a seiche. As a result, the project site would not be a risk for inundation from flooding, tsunami, or seiche. Therefore, impacts related to risk of pollutant release due to inundation would be less than significant.

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

As stated above, the proposed project would comply with applicable water quality and discharge requirements. Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The Stormwater Control Plan (SWCP) prepared for the proposed project includes stormwater controls as required by the Contra Costa Clean Water Program and Municipal Regional Permit. Thus, the project would not conflict with or obstruct implementation of a water quality control plan.

Sources of Information

- Contra Costa County Department of Public Works. 2022. *Staff Report and Conditions of Approval dated June 21, 2022.*
- Sharatchandra Bandugula. October 2021. *Storm Water Control Plan for Loreto Bay Estates, Contra Costa County, California.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. *LAND USE AND PLANNING – Would the project:*				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUMMARY:

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

The subject property is a vacant lot. The surrounding properties to the west, south, and further east are primarily residential uses. Directly north of the subject property is the UPRR railroad and further north is the BNSF railroad. The project proposes 15 residences with two access points to the project site from Pullman Avenue. Thus, the project would not physically divide any of the nearby communities, or even adversely impact the manner in which people enter or exit those communities.

b) Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ***(Less than Significant Impact)***

The project site has a General Plan land use designation of Single-Family Residential-High Density (SH). The SH designation allows for densities between 5.0 – 7.2 units per net acre. Primary land uses permitted in this designation include detached single-family homes and accessory buildings and structures. The proposed project would subdivide the property into 15 residential lots on a net acre of 2.41 or a density of 6.0 dwelling units per net acre, consistent with the general plan.

The project also includes the rezoning of property from Heavy Industrial Zoning District (H-1), Railroad Corridor Combining District (-X) to a Planned Unit District (P-1) and a preliminary and final development plan that proposes the standards for this development. The proposed project would result in 15 lots ranging in size from 3,821 – 6,114 square feet. The residences will range in living area from approximately 1,829 – 2,559 square feet and consist of one and two-stories buildings.

In rezoning the approximately 2.88-acre site to a P-1 requires a minimum of five acres. As such, the project includes a variance to the minimum lot size required to rezone the project site to P-1.

The project is also subject to the County's Inclusionary Housing Ordinance and has elected to pay the in-lieu fee. The project also proposes the removal of five code-protected trees. Replanting of trees will be required. Overall, the project would not conflict with applicable land use plans,

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

policies, or regulations of the Contra Costa County General Plan or the Contra Costa County Ordinance Code that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Land Use Element.*
- Contra Costa County. *Title 8 – Zoning Ordinance.*
- Traverso Tree. November 23, 2021. *Tree Inventory for Loreto Bay, Fairview Avenue & Pullman Avenue, Bay Point.*

12. *MINERAL RESOURCES – Would the project:*				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SUMMARY*:*

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? **(No Impact)**

Pursuant to Figure 8-4 (Mineral Resource Areas) of the County General Plan, the project site is not located within any area of the County identified as a significant mineral resource area. Therefore, there is no potential for the proposed project resulting in the loss of availability of a known mineral resource.

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? **(No Impact)**

Pursuant to Figure 8-4 (Mineral Resource Areas) of the County General Plan, the project site is not located within any area of the County identified as a significant mineral resource area. Therefore, there is no potential for the proposed project resulting in the loss of availability of a locally-important mineral resource recovery site.

Sources of Information

- Contra Costa County General Plan, 2005-2020, *Conservation Element.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. *NOISE – Would the project result in:*				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

SUMMARY:

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

The Noise Element of the Contra Costa County General Plan discusses the County's goal to improve the overall environment in the County by reducing annoying and physically harmful levels of noise for existing and future residents, and for all land uses. According to the *Land Use Compatibility for Community Noise Environments* chart (Figure 11-6) in the County General Plan, environments with ambient noise levels of up to 60 dBA (decibels) Ldn (day night average sound level) are considered "normally acceptable" and noise levels between 55 dB to 70 dB are "conditionally acceptable" in single-family residential areas. Pursuant to Policy 11-4 of the Noise Element, an interior noise level standard of 45 dBA Ldn or less for single-family residential development.

According to the County's GIS and the County's General Plan Noise Contour map (Figure 11-5C), the subject property is located within a noise level of 60 dBA. The major noise sources affecting the project site are vehicular traffic along the local roadway network south of the project site and the Union Pacific Railroad (UPRR) line and a Burlington Northern and Santa Fe (BNSF) Railway directly north of the project site. Pullman Avenue is along the frontage of the property. Vehicular traffic generated by the 15 proposed residences in the project, along with noise typically associated with single-family residences (e.g., yard maintenance, recreation, etc.), would increase noise levels in the vicinity of the project site. However, the types and levels of noise generated from the 15 proposed residences in the subdivision would be similar to noise levels from the

existing residential developments in the area, and therefore, the impact on ambient noise levels in the vicinity would be less than significant.

According to the Noise Study prepared by Saxelby Acoustics LLC dated October 22, 2021, exterior noise levels at the proposed residential uses are predicted to be 61 dBA Ldn or less. This falls under the "Conditionally Acceptable" range as indicated under Figure 11-6 (Land Use Compatibility for Community Noise Environments) of the County's General Plan Noise Element. For this range, the County requires building construction to be analyzed to ensure that interior noise levels do not exceed 45 dBA Ldn.

Modern building construction methods typically yield an exterior-to-interior noise level reduction of 25 dBA. Therefore, where exterior noise levels are 70 dBA Ldn, or less, no additional interior noise control measures are typically required. For this project, exterior noise levels are predicted to be less than 61 dBA Ldn, resulting in an interior noise level of less than 36 dBA Ldn based on typical building construction. In addition, the California Building Code requires an interior noise level standard of 45 dBA Ldn. Therefore, no additional noise control measures would be required to meet the County's interior noise level standard.

During project grading and construction there may be periods of time where there would be loud noise from construction equipment, vehicles, and tools. Although grading and construction activities would be temporary, such activities could have a potentially significant adverse environmental impact during project construction. Consequently, the project proponent is required to implement the noise mitigation measure **NOI-1** to bring potential noise impacts to a less than significant level.

Impact NOI-1: Construction related activities could generate a temporary increase in ambient noise levels in the vicinity of the project.

Mitigation Measure NOI-1: The following noise reduction measures shall be implemented during project construction and shall be included on all construction plans.

1. **Unless specifically approved otherwise via prior authorization from the Zoning Administrator, all construction activities shall be limited to the hours of 8:00 A.M. to 5:00 P.M., Monday through Friday, and are prohibited on State and Federal holidays on the calendar dates that these holidays are observed by the State or Federal government as listed below:**

   New Year's Day (State and Federal)
   Birthday of Martin Luther King, Jr. (State and Federal)
   Washington's Birthday (Federal)
   Lincoln's Birthday (State)

President's Day (State)
Cesar Chavez Day (State)
Memorial Day (State and Federal)
Juneteenth National Independence Holiday (Federal)
Independence Day (State and Federal)
Labor Day (State and Federal)
Columbus Day (Federal)
Veterans Day (State and Federal)
Thanksgiving Day (State and Federal)
Day after Thanksgiving (State)
Christmas Day (State and Federal)

For specific details on the actual day the State and Federal holidays occur, please visit the following websites:

Federal Holidays: **Federal Holidays (opm.gov)**
California Holidays: **http://www.ftb.ca.gov/aboutftb/holidays.shtml**

2. **The applicant shall make a good faith effort to minimize project-related disruptions to adjacent properties, and to uses on the site. This shall be communicated to all project-related contractors.**

3. **The applicant shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors as far away from existing residences as possible.**
4. **Large trucks and heavy equipment are subject to the same restrictions that are imposed on construction activities, except that the hours shall be limited to weekdays between the hours of 9:00 A.M. and 4:00 P.M. and prohibited on State and Federal holidays.**

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

Project construction activities includes minimal grading of approximately 2,000 cubic yards of cut and fill that will be balanced on-site. Grading will occur temporarily at the site during construction and the amount of ground borne vibration or noise generated by the project will be less than significant.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

the project expose people residing or working in the project area to excessive noise levels? ***(No Impact)***

As discussed in Section 9.e, the project site is located approximately 6.84 miles northeast from the from the Buchanan Field Airport. Thus, the project would not expose people residing or working in the project area to excessive noise levels.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Noise Element.*
- Bellecci & Associates, Inc. 2022. *Loreto Bay Estates Tentative Map dated March 31, 2022.*
- Saxelby Acoustics LLC. 2021. *Environmental Noise Assessment Loreto Bay Residential dated October 22, 2021.*

14. *POPULATION AND HOUSING – Would the project:*				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

SUMMARY*:*

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

The proposed project would result in the construction of 15 single-family residences, resulting in approximately 43 persons. This amount is a non-substantial increase in the population. The subject property is proposed for a rezoning to a Planned Unit District. The proposed uses for this district would allow for residential uses and the project is consistent with the County's General Plan. Therefore, the potential to induce a substantial unplanned population growth, either directly or indirectly, would be less than significant.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? ***(Less than Significant Impact)***

The subject property is a vacant lot. The proposed project consists of constructing 15 single-family residences that will provide the much-needed housing to the area. The project is also subject to

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

the County's Inclusionary Housing Ordinance and has elected to pay the in-lieu fee. Therefore, the project has no potential for displacing any existing housing or people.

Sources of Information

- California Department of Finance 2021.
- Contra Costa County. *Title 8 – Zoning Ordinance.*
- Bellecci & Associates, Inc. 2022. *Loreto Bay Estates Tentative Map dated March 31, 2022.*

15. ***PUBLIC SERVICES – Would the project*** *result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*				
a) Fire Protection?	☐	☐	☒	☐
b) Police Protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SUMMARY*:*

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) *Fire Protection?* ***(Less than Significant Impact)***

Fire protection and emergency medical response services for the project vicinity are provided by the Contra Costa County Fire Protection District. Fire protection to the project site would be provided by Station No. 86 located at 3000 Willow Pass Road in Bay Point (approximately 0.62 miles of driving distance to the site). Using an average travel speed of 35 miles per hour, an engine responding from Station No. 86 would take approximately 1 minute 4 seconds to reach the project site, which is under the five-minute response standard set by the County General Plan. In addition, as detailed in the comment letter for the proposed project from the Fire District, the project is required to comply with the applicable provisions of the California Fire Code, the California Building Code, and applicable Contra Costa County Ordinances that pertain to emergency access, fire suppression systems, and fire detection/warning systems. Prior to the issuance of building permits, the construction drawings would be reviewed and approved by the fire district. All homes will be equipped with an automatic fire suppression sprinkler system. As a result, potential impacts of the proposed project relating to fire protection would be less than significant.

b) *Police Protection?* ***(Less than Significant Impact)***

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Police protection services in the project vicinity are provided by the Contra Costa County Sheriff's Office, which provides patrol service to the Bay Point area. The County General Plan Policy 7-57 indicates a Sheriff facility standard of 155 square feet of Sheriff station space per 1,000 persons of population. The proposed project would increase the population of unincorporated Contra Costa County by approximately 43 persons, which is less than the facility standard and is a non-substantial increase. Thus, the addition of 15 single-family residences to the project area would not significantly affect the provision of police services to the area.

c) *Schools?* ***(Less than Significant Impact)***

The project site is within the Mt. Diablo Unified School District. The average size of a household in the Contra Costa County area is approximately 2.85 persons per household. The project consists of 15 single-family residences and would result in approximately 43 persons. Conservatively, an estimated 1 in 3 persons per household may be children between the ages of five to 19. The project would result in approximately 14 school-age children. This increase of 14 students would not significantly impact the district. Furthermore, the applicant would be required to pay school impact fees to the Mt. Diablo Unified, which would assist to expand facilities to address increased demand.

d) *Parks?* ***(Less than Significant Impact)***

The average size of a household in the Contra Costa County area is approximately 2.85 persons per household. The proposed project would increase the population by approximately 43 persons. As a result, there would be an increase in use of parks in the surrounding area. These parks provide recreational facilities such as playgrounds, picnic and barbecue areas, and youth and adult recreational programs. A Park Impact Fee is required to be paid by the applicant prior to issuance of a building permit. Additionally, the project includes a common open space area to be used as a park by the residents of the 15 lots. The open space area is approximately 3,544 square feet and is identified as Parcel C. Given the project's negligible addition to the population, the impacts of the proposed project on parks would be less than significant.

e) Other public facilities? ***(Less than Significant Impact)***

Libraries:

The Contra Costa Library operates 28 facilities in Contra Costa County, including the Bay Point Library at 205 Pacifica Avenue in Bay Point (approximately 1.64 miles driving distance). The Contra Costa Library system is primarily funded by local property taxes, with additional revenue from intergovernmental sources. A portion of the property taxes on the project site will contribute to

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

the Contra Costa Library system. Accordingly, the impact of the use of the public libraries by the residents of the 15 lots created would be less than significant.

Health Facilities:

The Contra Costa County Health Services Department (CCCHSD) operates a regional medical center (hospital) and 11 health centers and clinics in the County. County health facilities generally serve low income and uninsured patients. CCCHSD is primarily funded by federal and state funding programs, with additional revenue from local taxes, including a portion of the taxes on the project site. Thus, the impact of the use of public health facilities by the residents of the 15 lots created would be less than significant.

Sources of Information

- California Department of Finance 2021.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated September 2, 2021.*

16. *RECREATION*				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

***SUMMARY**:*

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***(Less than Significant Impact)***

The proposed project involves a subdivision of a 2.88-acre project site into 15 residential lots. The population in the project area would be increased by approximately 43 persons. This population growth could incrementally increase use of parks and recreational facilities in the area. However, the negligible increase in population is not expected to impact recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The 15 new single-family residences are also subject to a Park Impact Fee, paid by the applicant prior to issuance of a building permit. Additionally, the proposed project includes an on-site common

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

open space area on Parcel C for use by the new residents of the 15 lots. Therefore, the increase in use of the parks and recreational facilities would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? ***(Less than Significant Impact)***

As described above, use of public recreational facilities by potential new residents would incrementally increase use of existing facilities, but would not result in the construction or expansion of recreational facilities. Furthermore, the proposed project includes an on-site common open space area on Parcel C for use by the new residents of the 15 lots.

Sources of Information

- California Department of Finance 2021.

17. *TRANSPORTATION – Would the project:*				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

SUMMARY*:*

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

Policy 4-c of the Growth Management Element of the General Plan requires a traffic impact analysis of any project that is estimated to generate 100 or more additional AM or PM peak-hour trips. The proposed project consisting of a 15-lot subdivision would generate an estimated 11 AM and 15 PM peak-hour trips, and therefore, is not required to have a project-specific traffic impact analysis. Since the project would yield less than 100 peak hour AM or PM trips, the proposed project would not conflict with the circulation system in the Bay Point area.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The Contra Costa Transportation Authority (CCTA) is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each local jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The Contra Costa Transportation Authority has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hours trips. As the project would yield less than 100 additional peak hour AM or PM trips, the proposed project would not conflict with the CMP and would result in a less than significant impact.

The site is located north of Pullman Avenue, a County maintained road. Pullman Avenue is approximately 32 feet paved within a 52-foot right of way. The applicant would not be required to dedicate additional right of way or further widen the pavement along Pullman Avenue. However, the applicant will be required to install concrete curb ramps, curb, gutter, and minimum 5-foot wide sidewalk (width measured from face of curb), longitudinal and transverse drainage, and street lighting, as necessary, along the project frontage. Many of these improvements have already been installed but may need to be modified to accommodate the proposed onsite improvements.

The proposed subdivision will gain access via two private roads off Pullman Avenue. Street "B" is located north of the intersections of Fairview Avenue and Pullman Avenue and Street "A" is located north of the intersection of Gibson Avenue and Pullman Avenue. Both roads will have a paved width of 20 feet with right of way width varying from 25 feet to 30 feet. Both streets end in a hammerhead turnaround near the northern property line.

The goal of the CCTA Countywide Bicycle and Pedestrian Plan (CBPP) is to encourage biking and walking through improvements to the countywide bicycle and pedestrian network. The CBPP identifies the existing and proposed bicycle and pedestrian facilities network throughout Contra Costa County. The 2018 CBPP3, the most recent version of the plan, reflects the latest state and local policies, standards, and best practices for bicycle and pedestrian projects. The 2018 CBPP identifies a Low-Stress Countywide Bikeway Network. The project would not conflict with future implementation of a Class I off-street separated path that would run in its vicinity, as identified in the 2018 CBPP.

The County's Transportation Demand Management (TDM) Ordinance requires a residential project with 13 or more units to develop a TDM program. Since the project involves 15 lots, submittal of a TDM Program would be required for the review and approval of the Department of Conservation and Development, Community Development Division, prior to issuance of a building permit for the project. Overall, the project will not interfere with existing transit, bicycle and pedestrian facilities and therefore, would have a less-than-significant impact.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)? ***(Less than Significant)***

In analyzing land use projects under CEQA Guidelines Section 15064.3(b), vehicle miles traveled (VMT) exceeding an applicable threshold of significance may indicate a significant impact. On June 23, 2020, in compliance with SB 743 (2013), the Board of Supervisors adopted Transportation Analysis Guidelines (TAG)1, which defines the County's approach to analyzing VMT impacts from certain projects. As a result of SB 743, VMT is the metric used to define transportation impacts in a CEQA review. The VMT screening criteria for projects consisting of 20 residential or less will not require a VMT analysis. The proposed project consisting of a 15-lot subdivision, which would generate an estimated 11 AM and 15 PM peak-hour trips. Therefore, the project is not required to have a project-specific traffic impact analysis. Since the project would yield less than 100 peak hour AM or PM trips, the proposed project would have a less than significant impact and would not conflict with CEQA Guidelines Section 15064.3(b).

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

The site is located north of Pullman Avenue, a County maintained road. Pullman Avenue is approximately 32 feet paved within a 52-foot right of way. The applicant will not be required to dedicate additional right of way along or further widen the pavement along Pullman Avenue. However, the applicant will be required to install concrete curb ramps, curb, gutter, and minimum 5-foot-wide sidewalk (width measured from face of curb), longitudinal and transverse drainage, and street lighting, as necessary, along the project frontage. Many of these improvements have already been installed but may need to be modified to accommodate the proposed onsite improvements.

Based on the vesting tentative map, the subdivision will gain access via two private roads off Pullman Avenue. Street "B" is located north of the intersections of Fairview Avenue and Pullman Avenue and Street "A" is located north of the intersection of Gibson Avenue and Pullman Avenue. Both roads will have a paved width of 20 feet with right of way width varying from 25 feet to 30 feet. Both streets end in a hammerhead turnaround near the northern property line. As indicated in their letter dated September 2, 2021, the CCCFPD concluded that site access a turnaround area as shown on the site plan appear to comply with the Fire District's requirement. As such, impacts would be less than significant.

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

The site plan was reviewed by the Contra Costa County Fire Protection District (CCCFPD) in September 2021. As indicated in their letter dated September 2, 2021, the CCCFPD concluded that

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

site access a turnaround area as shown on the site plan appear to comply with the Fire District's requirement. As such, impacts would be less than significant.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Transportation and Circulation Element.*
- Contra Costa County Department of Public Works. 2022. *Staff Report and Conditions of Approval dated June 21, 2022*
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated September 2, 2021.*

18. ***TRIBAL CULTURAL RESOURCES – Would the project*** *cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:*				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	☐	☒	☐	☐

SUMMARY*:*

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? ***(Less than Significant with Mitigation)***

As discussed in the Cultural Resources section of this Initial Study, no historical resources are known to exist on the project site. Further, according to the County's Archaeological Sensitivities Map, Figure 9-2, of the County General Plan, the subject site is located in an area that is considered "largely urbanized area." Given all of these factors, there is little potential for the project to impact cultural resources on the site. Nevertheless, the expected construction and grading would cause ground disturbance which may impact heretofore undocumented cultural resources. However,

implementation of Mitigation Measure CUL-1 would reduce this impact during project related work to a level that would be considered less than significant.

Impact TRIBAL CUL-1: The project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The expected construction and grading could cause ground disturbance which may impact heretofore undocumented cultural resources.

Pursuant to Section 21080.3.1 of the California Public Resources Code (PRC), correspondence detailing the proposed project was provided to the Wilton Rancheria Indian Tribe on April 13, 2022. The correspondence formally notified the Wilton Rancheria Indian Tribe of their opportunity to request consultation with the County regarding the potential for the project impacting tribal cultural resources, as defined in Section 21074 of PRC. The Tribe indicated in their correspondence they had no concern regarding the project. Therefore, the proposed project would result in a less than significant potential for the proposed project impacting tribal cultural resources.

The project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The expected construction and grading could cause ground disturbance which may impact heretofore undocumented cultural resources.

Implementation of **Mitigation Measure CUL-1** would reduce the impact to tribal cultural resources to less than significant.

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?* ***(Less than Significant with Mitigation)***

A memo prepared by the Northwest Information Center dated September 15, 2021 indicates that previous studies were prepared for the project area. There were two studies prepared, Study #30192 (Allan 2005) and Study #19778 (Eastman 1997) that identified no cultural resources within the project area. Based on the results of Study #30192 (Allan 2005), the project area has a low

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

possibility of containing unrecorded archeological site(s). No further study for archaeological resources is recommended.

While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources such as wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse, if encountered. This would represent a potentially significant impact related to historic resources.

Impact TRIBAL CUL-1: The project could potentially significant impact related to historic resources.

Implementation of **Mitigation Measure CUL-1** would reduce the impact to undiscovered historical resources to a less than significant level.

Sources of Information

- Contra Costa County General Plan 2005-2020. *Open Space Element.*
- Wilton Rancheria. 2022. *Tribal Consultation Letter dated April 13, 2022*

19. *UTILITIES AND SERVICE SYSTEMS – Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUMMARY:

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

There is a 15-inch sewer main running along Pullman and another sewer main 20-inch running behind the project site, parallel to the railroad tracks. Both sewer mains run into the district's sewer trunk line for this area, about 400 feet from the project site. The project site is not currently served by Delta Diablo Sanitation District (DDSD) and would need to be annexed into the district. The applicant has initiated the process to annex the project site into the district for the 15 lots. Prior to the submittal of building permits, DDSD will review the submittal for conformance with their development standards and will require any potential upgrades at that time. By meeting the development standards of DDSD, the proposed project is expected to be accommodated by existing DDSD facilities without expansion of the wastewater treatment system.

The site generally slopes towards the north. A 30-inch storm drain, Line B of Drainage Area 48D, is located along the northern property line. Line B ultimately discharges into the Delta. The proposed development of DA 48D the project site was originally zoned as light industrial, and Line B was sized accordingly. Four bioretention basins are proposed to capture and treat the stormwater runoff. All bioretention basins will then discharge into the storm drain system located north easterly of the project along the railroad property. No runoff will be directly discharged to the drainage systems outside of the project site. The project proposes a less dense use and therefore, the receiving system is adequate to handle runoff from the development.

Expanded service for 15 proposed residences would not require construction of new off-site wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities.

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

The project site currently receives water service from the Golden State Water District (GSWD). The project shall be submitted to and reviewed by GSWD, and, by meeting the development standards of GSWD, the proposed project could be expected to be accommodated by existing water facilities

without expansion of the existing system. Accordingly, the impact of providing water service to the proposed project would be less than significant.

c) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?* ***(Less than Significant Impact)***

There is a 15-inch sewer main running along Pullman and another sewer main 20-inch running behind the project site, parallel to the railroad tracks. Both sewer mains run into the district's sewer trunk line for this area, about 400 feet from the project site. The project site is not currently served by Delta Diablo Sanitation District (DDSD) and would need to be annexed into the district. The applicant has initiated the process to annex the project site into the district for the 15 lots. Prior to the submittal of building permits, DDSD will review the submittal for conformance with their development standards and will require any potential upgrades at that time. By meeting the development standards of DDSD, the proposed project is expected to be accommodated by existing DDSD facilities without expansion of the wastewater treatment system.

d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?* ***(Less than Significant Impact)***

The proposed project would generate construction solid waste and post-construction residential solid waste. Construction waste in Contra Costa County is diverted away from landfills and recycled through the three established transfer stations in the County. Construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the CDD at the time of application for a building permit. The Debris Recovery Program would eliminate the construction debris headed to the landfill by diverting materials that can be recycled to appropriate recycling facilities.

With respect to residential solid waste, the receiving landfill is the Keller Canyon Landfill, located at 901 Bailey Road in Bay Point. Keller Canyon is estimated to be at 15 percent of capacity. Residential waste from the proposed project would incrementally add to the operational waste headed to the landfill; however, the impact of the project-related residential waste is considered to be less than significant. A portion of the residential waste is expected to be recycled and would thereby reduce the residential waste headed to the landfill.

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

The proposed project would comply with applicable federal, state, and local laws related to solid waste. The project includes single-family residential land use that would not result in the

generation of unique types of solid waste that in conflict with existing regulations applicable to solid waste. Furthermore, compliance with CalGreen's solid waste requirements, such as the Construction and Demolition Debris Recovery Program, the project would comply with all applicable federal, state, and local laws related to solid waste.

Sources of Information

- Bellecci & Associates, Inc. 2022. *Loreto Bay Estates Tentative Map dated March 31, 2022.*
- Contra Costa County Department of Public Works. 2022. *Staff Report and Conditions of Approval dated June 21, 2022.*
- CalRecycle (Webpage) http://www.calrecycle.ca.gov/Government/default.htm
- CalRecycle, Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032) (Webpage) http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. ***WILDFIRE –*** *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,* ***would the project:***				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

SUMMARY*:*

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? ***(Less than Significant Impact)***

The project site is located within a "Urban Unzoned" Fire Hazard Severity Zone (FHSZ) in a Local Responsibility Area as indicated in the County's mapping system in Accela. The fire hazard severity zones reflect the degree of severity of fire hazard that is expected to prevail in the area. The construction of the new residences would be subject to building standards required for structures within "Urban Unzoned" Fire Hazard Severity Zones. The building standard for the Fire Hazard Severity Zones would be enforced as the project goes through the plan checking process with the Building Inspection Division and the Contra Costa County Fire Protection District. Thus, the project would have a less than significant impact

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? ***(Less than Significant Impact)***

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Please refer to the discussion and response for subsection-a above.

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?* ***(Less than Significant Impact)***

The project site is currently vacant. However, new electrical power and natural gas lines on site and connecting to the project site would be installed underground, minimizing potential ignition and related fire risk above ground, at the project site according to the California Building Code, Uniform Fire Code, and the Contra Costa County General Plan Implementation Measure 7-au. The project plans will be reviewed and approved by the Fire District prior to issuance of a building permit. Lastly, off-site improvements, including frontage sidewalks and driveway curbs would not exacerbate fire risk. Therefore, the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment is less than significant.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?* ***(Less than Significant)***

A SWCP with C.3 compliant storm water controls including pervious areas, bio-retention basins, and storm drains that would collect storm water was prepared for the project. The C.3 measures would decrease the amount of surface runoff discharged from the site. The County Public Works Department has reviewed the applicant's preliminary SWCP and determined that drainage facilities in the area could accommodate the increased surface runoff without resulting in flooding. Furthermore, the project site is located within a "Urban Unzoned" Fire Hazard Severity Zone (FHSZ) in a Local Responsibility Area as indicated in the County's mapping system in Accela. Therefore, any impacts would be less than significant.

Sources of Information

- California Department of Forestry and Fire Protection (Cal Fire). 2009. *Very High Fire Hazard Severity Zones in LRA Map.*
- Bellecci & Associates, Inc. 2022. *Loreto Bay Estates Tentative Map dated March 31, 2022.*
- Contra Costa County General Plan, 2005-2020. Safety Element.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated September 2, 2021.*
- Contra Costa County Department of Public Works. 2022. *Staff Report and Conditions of Approval dated June 21, 2022.*

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

SUMMARY:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? ***(Less than Significant)***

The project to subdivide the property into 15 lots and construct a single-family residence on each lot and associated improvements. The property is located in a developed area of the County and contains primarily residential land uses, while industrial uses are also located in the surrounding area. Impacts to the quality of the environment related to Aesthetic, Air Quality, Cultural Resources, Geology/Soils, Noise, and Tribal Cultural Resources are identified, but would be reduced to a less than significant level with the adoption of the mitigation measures that are specified in the respective sections of this initial study. Thus, the measures will be conditions of approval of the proposed project and the applicant will be responsible for implementation of the measures.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)* ***(Less than Significant Impact)***

The proposed project to allow 15 residential lots and a residence on each lot would not create substantial cumulative impacts. The project site is located within the Urban Limit Line in an area that is surrounded primarily by single-family residential development. In addition, there will be no significant increase in the demand for public services such as water, sewage disposal, or solid waste disposal that would require new or significantly expanded infrastructure improvements that could impact the environment. The project is consistent with the Single-Family Residential-High Density (SH) General Plan land use designation. Furthermore, the proposed project would be consistent with the existing single-family residential development surrounding the project site.

c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?* ***(Less than Significant Impact)***

This Initial Study has disclosed impacts that would be less than significant with the implementation of Mitigation Measures. All identified Mitigation Measures will be included in the conditions of approval for the proposed project, and the applicant will be responsible for implementation of the measures. The project would also comply with all applicable General Plan policies, County Codes, and other applicable local and state regulations. As a result, there would not be any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the following references (which are available for review at the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553) were consulted:

1. Project Application and Plans
2. California Environmental Quality Act Guidelines
3. Contra Costa County General Plan (2005 – 2020)
4. Contra Costa County Historic Resources Inventory (12/2010)
5. Contra Costa County Important Farmland Map (2016)
6. Contra Costa County Ordinance (Title 8)
7. Contra Costa County Accela
8. County Geographic Information System (GIS) Data Layers
9. Bay Area Air Quality Management District. 2017. *Bay Area 2017 Clean Air Plan.*
10. Bay Area Air Quality Management District. 2017. *Air Quality Guidelines.*
11. Hazardous Waste and Substances Site List - "Cortese List" (Website)
12. Contra Costa County, 2015. *Climate Action Plan.*
13. Contra Costa County. 2008. *Municipal Climate Action Plan*.
14. California Department of Finance. 2021.
15. Contra Costa County Department of Public Works. June 21, 2022. *Staff Report and Conditions of Approval.*
16. Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021*.
17. California Historical Resources Information System, Northwest Information Center. 2021. *Agency comment letter dated September 15, 2021*.
18. Local Agency Formation Commission (LAFCO). 2021. *Agency Comment Letter dated August 24, 2021.*

19. Wilton Rancheria. 2022. *Tribal Consultation Letter dated April 18, 2022*.

20. Darwin Myers Associates, County Geologist. 2021. *Geologic Peer Review for County File #CDSD21-09588.* December 10, 2021.

21. Traverso Tree. 2021. *Tree Inventory for Loreto Bay, Fairview Avenue & Pullman Avenue, Bay Point dated November 23, 2021.*

22. TRC. 2021. *Geotechnical Investigation, Pullman Avenue and Fairview Avenue, Bay Point, CA.* June 3, 2021.

23. TRC. 2021. *Phase I Environmental Site Assessment, Loreto Bay Property, Pullman Avenue, Bay Point, CA dated March 24, 2021.*

24. Public Resources Code

25. CalRecycle (Webpage) *http://www.calrecycle.ca.gov/Government/default.htm*

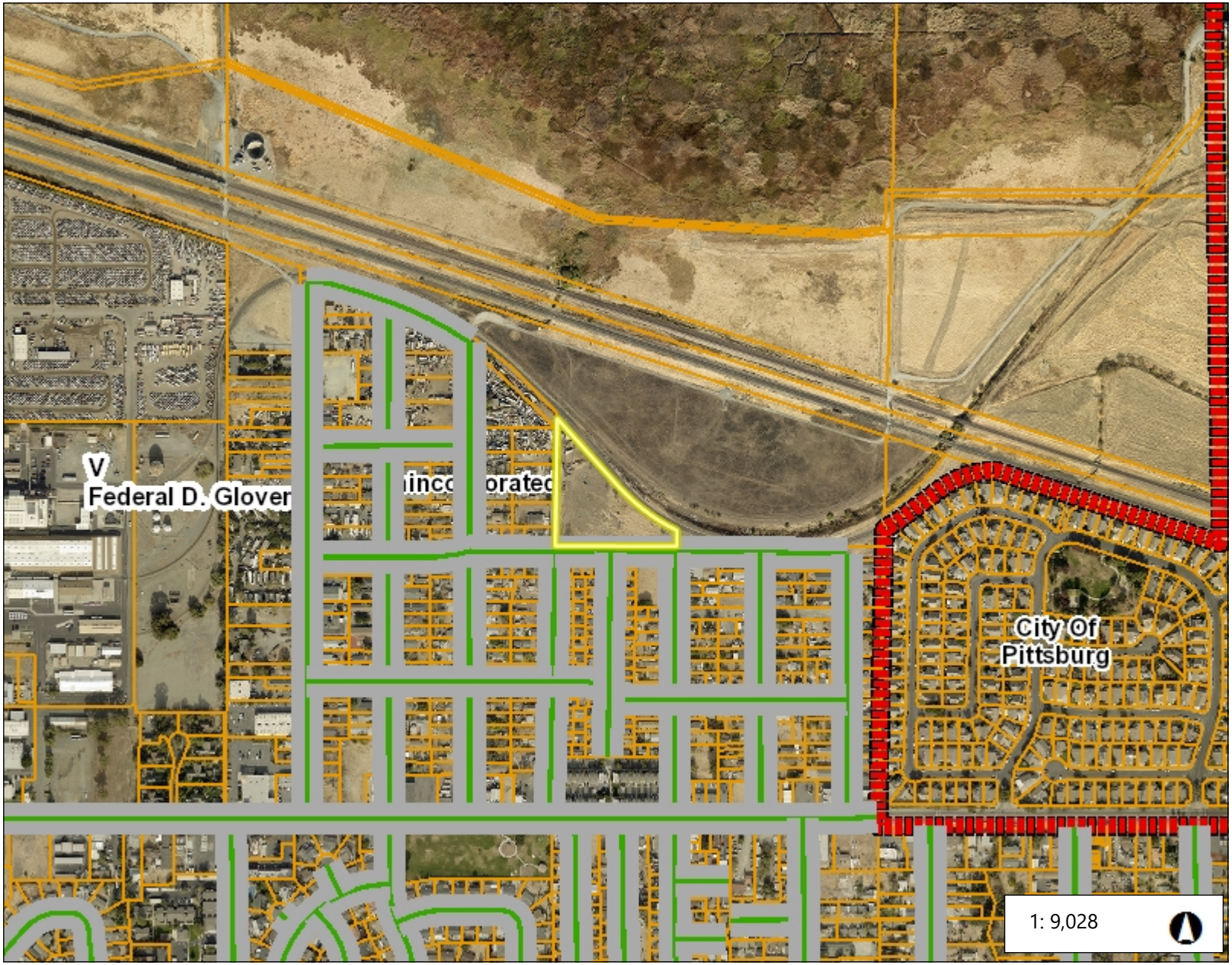
26. CalRecycle, Facility/Site Summary Details: Keller Canyon Landfill (07-AA-0032) (Webpage) http://www.calrecycle.ca.gov/SWFacilities/Directory/07-AA-0032/Detail/

27. Contra Costa Library (Webpage) *http://ccclib.org/*

ATTACHMENTS

1. Vicinity Map
2. Project Plans
3. Mitigation Monitoring Reporting Program

Vicinity Map



0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

- Maintained Roads
- City Limits
- Unincorporated
- Highways
- Highways Bay Area
- Maintained Roads
- Board of Supervisors' Districts
- Water Bodies
- County Boundary
- Bay Area Counties
- Assessor Parcels
- Aerials 2019
  - Red: Band_1
  - Green: Band_2
  - Blue: Band_3
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

Notes

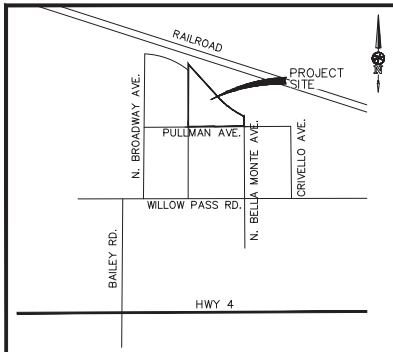
Contra Costa County -DOIT GIS

CDSD21-09588
LORETO BAY ESTATES
TENTATIVE MAP
SITE PLAN
CONTRA COSTA COUNTY, CALIFORNIA

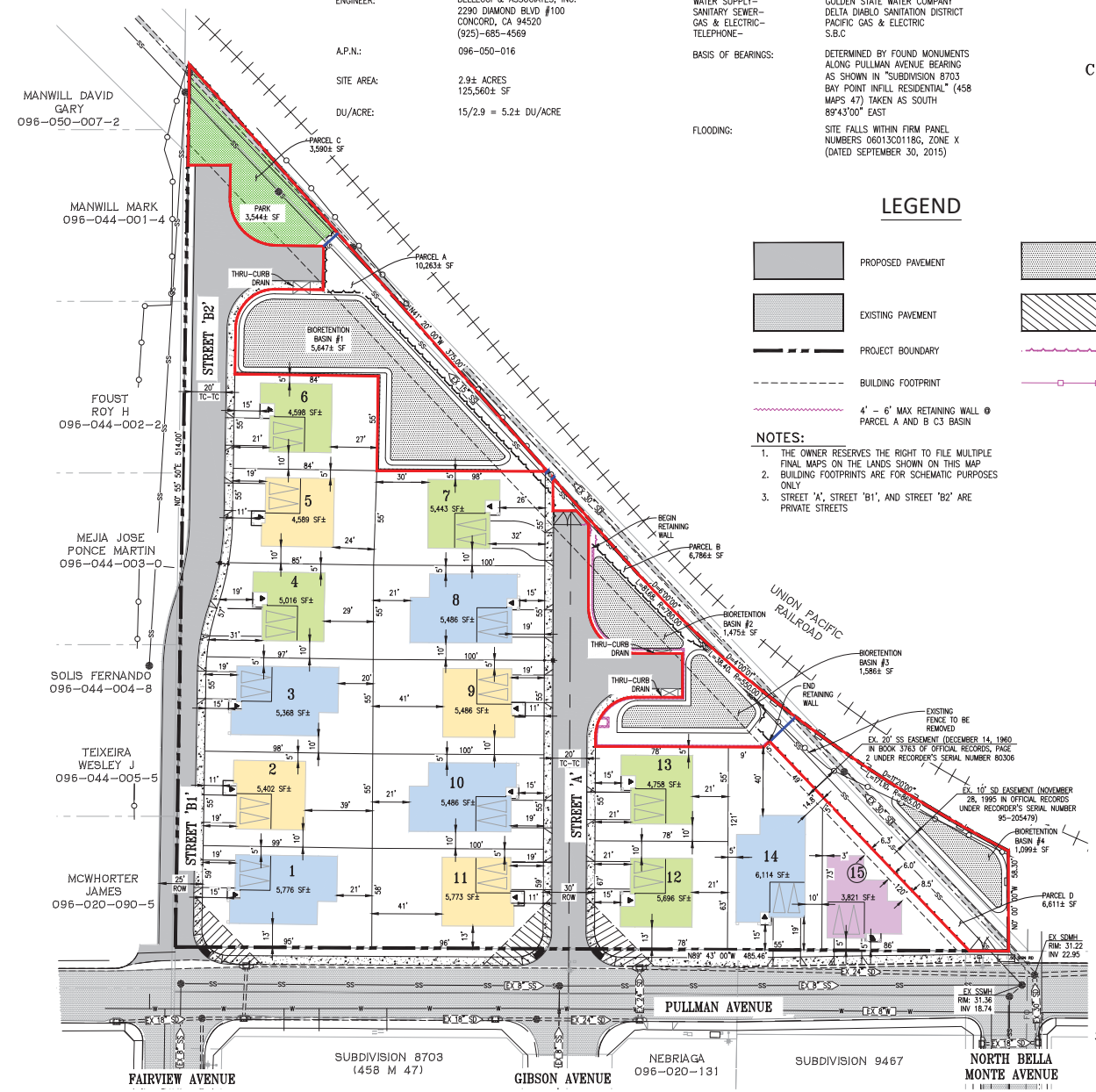
BELLECCI & ASSOCIATES, INC.
CONCORD, CALIFORNIA
MARCH 31, 2022 SCALE: 1"=30'

GENERAL NOTES

DEVELOPER:	FORECAST LAND INVESTMENT, LLC 4021 PORT CHICAGO HIGHWAY CONCORD, CA 94520
ENGINEER:	BELLECCI & ASSOCIATES, INC. 2290 DIAMOND BLVD #100 CONCORD, CA 94520 (925)-685-4569
A.P.N.:	096-050-016
SITE AREA:	2.9± ACRES 125,560± SF
DU/ACRE:	15/2.9 = 5.2± DU/ACRE
ZONING:	PLANNED UNIT DISTRICT SINGLE FAMILY RESIDENTIAL-HIGH DENSITY (SH)
SERVICES: WATER SUPPLY- SANITARY SEWER- GAS & ELECTRIC- TELEPHONE-	 GOLDEN STATE WATER COMPANY DELTA DIABLO SANITATION DISTRICT PACIFIC GAS & ELECTRIC S.B.C
BASIS OF BEARINGS:	DETERMINED BY FOUND MONUMENTS ALONG PULLMAN AVENUE BEARING AS SHOWN IN "SUBDIVISION 8703 BAY POINT INFILL RESIDENTIAL" (458 MAPS 47) TAKEN AS SOUTH 89°43'00" EAST
FLOODING:	SITE FALLS WITHIN FIRM PANEL NUMBERS 06013C0118G, ZONE X (DATED SEPTEMBER 30, 2015)



VICINITY MAP
N.T.S.



LEGEND

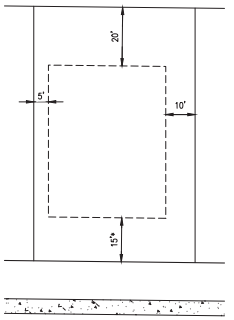
- PROPOSED PAVEMENT
- EXISTING PAVEMENT
- PROJECT BOUNDARY
- BUILDING FOOTPRINT
- 4' – 6' MAX RETAINING WALL @ PARCEL A AND B C3 BASIN
- DUAL PURPOSE BASIN (TREATMENT AND FLOW CONTROL PURPOSE)
- SITE DISTANCE TRIANGLE
- DOUBLE FACED BOARD FENCE
- CHAIN LINK FENCE

NOTES:

1. THE OWNER RESERVES THE RIGHT TO FILE MULTIPLE FINAL MAPS ON THE LANDS SHOWN ON THIS MAP
2. BUILDING FOOTPRINTS ARE FOR SCHEMATIC PURPOSES ONLY
3. STREET 'A', STREET 'B1', AND STREET 'B2' ARE PRIVATE STREETS

SETBACKS:

FRONT (PORCH)	10' MIN.
FRONT (LIVING)	15' MIN.
GARAGE	19' MIN.
SIDE	5' MIN.
AGG	15' MIN.
REAR	20' MIN
TOTAL PROPOSED LOTS	15



* REPRESENTS THE FRONT SETBACK

N

30 15 0 30 60 90
SCALE IN FEET
GRAPHIC SCALE: 1"=30'

PRELIMINARY

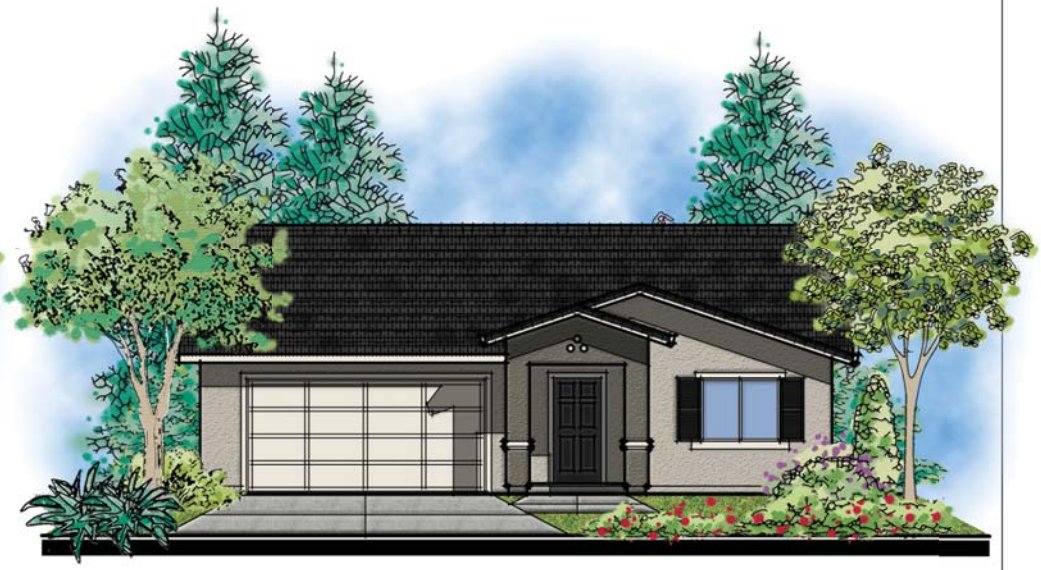
SHEET 1 OF 7
JOB NO. 21007

MATERIAL LEGEND

A COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
BOARD AND BATTEN
MOCK VENTS
ROLL-UP GARAGE DOORS

B COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
MOCK WOOD SHUTTERS
MOCK VENTS
ROLL-UP GARAGE DOORS

Scheme #4



Scheme #1

Front Elevations
Plan 1

LORETO BAY ESTATES

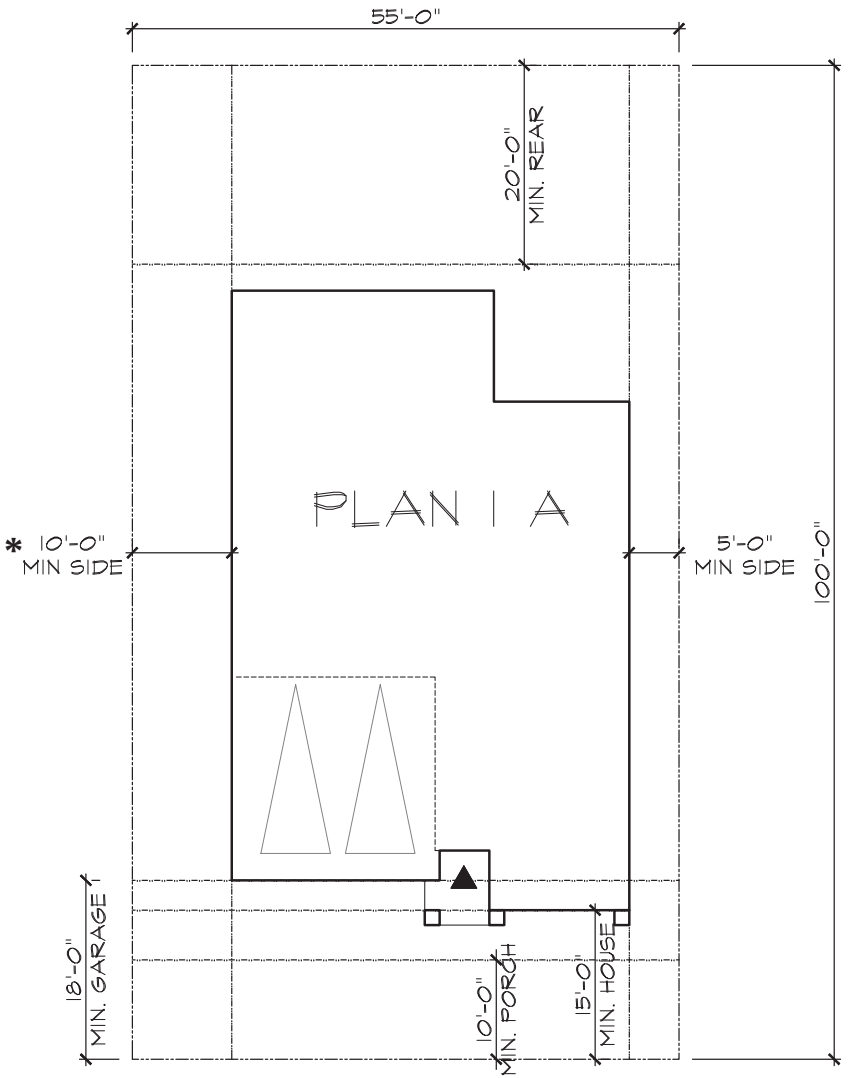
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

PRELIMINARY AND FINAL DEVELOPMENT PLAN

A.1



Contra Costa County
ZONING SETBACKS

SETBACK	
FRONT OF HOUSE:	15'
PORCH:	10'
GARAGE:	18'
REAR YARD:	20'
SIDE YARD:	5'/10'

Note: 5' min. sideyard
15' aggregate side yard

(*) Location of 10' sideyard may vary on lots.

Plan 1
Site Plan

0 2 4 8 16

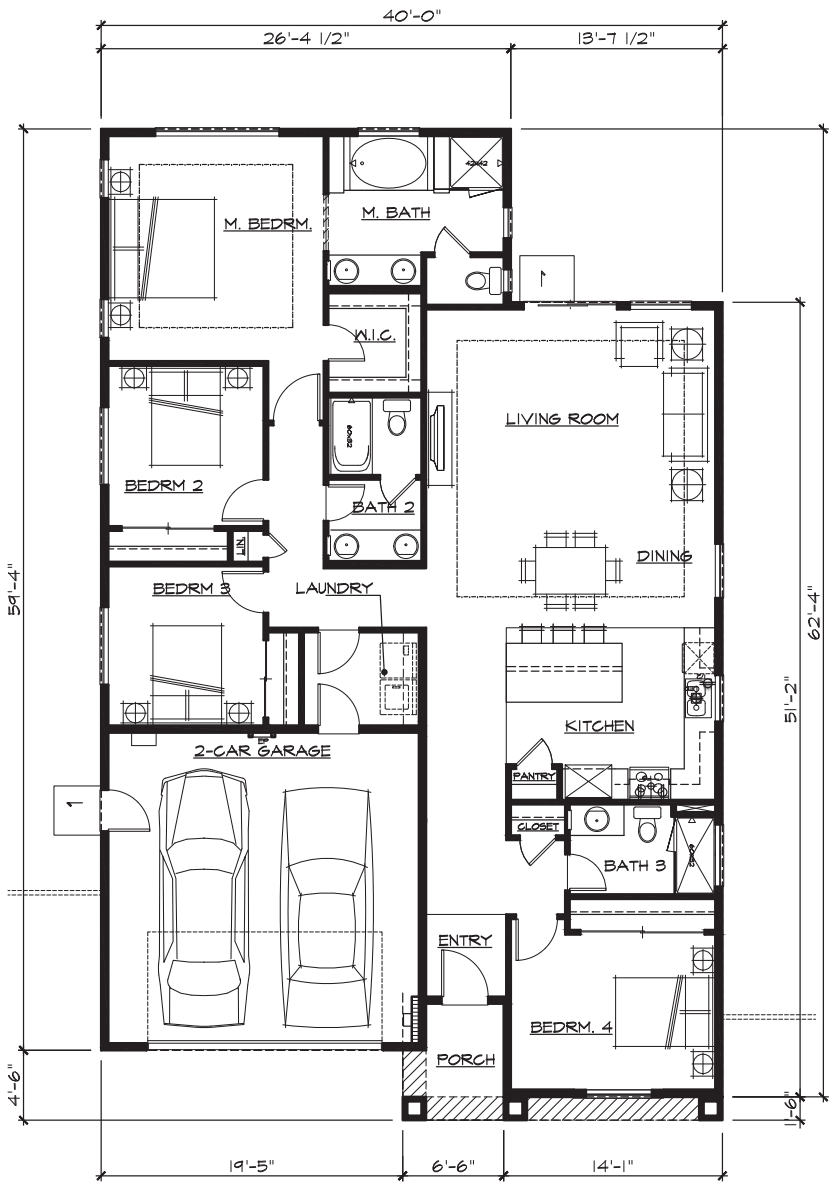
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.2



SQUARE FOOTAGE	
TOTAL LIVING AREA	1829 SF
PORCH	44 SF
GARAGE	420 SF
FOOTPRINT	2293 SF

0 2 4 6 8 16

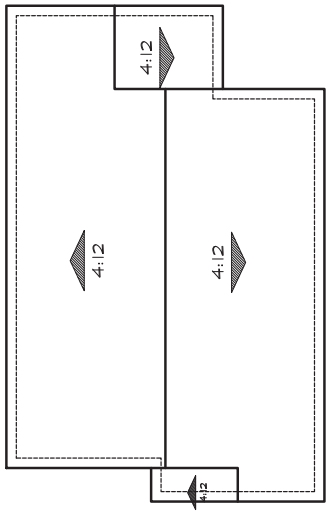
Plan 1
Floor Plan
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

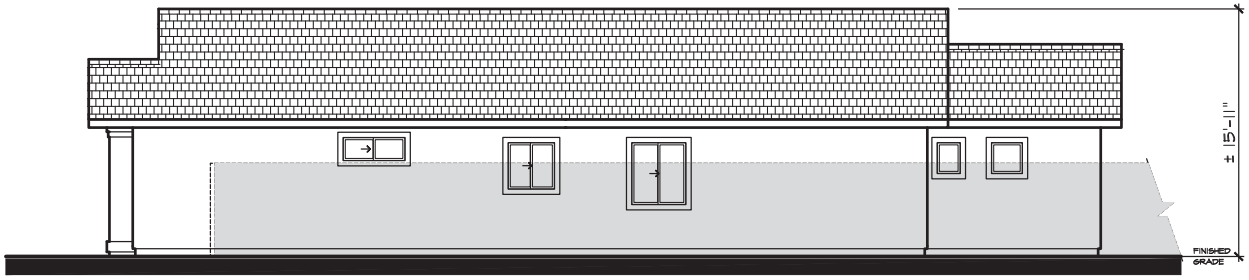
Discovery Builders, Inc.
Date 10/08/2021

A.3



Roof Plan 'A'

0 2 4 6 8 16



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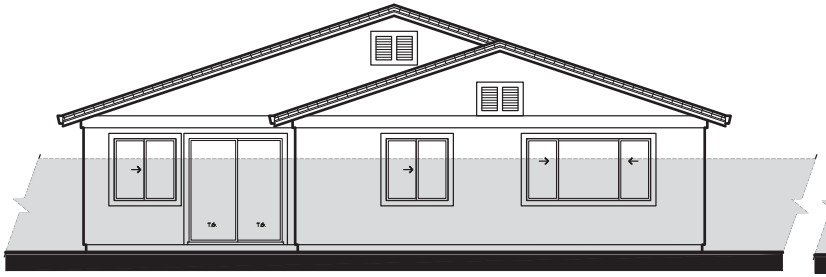
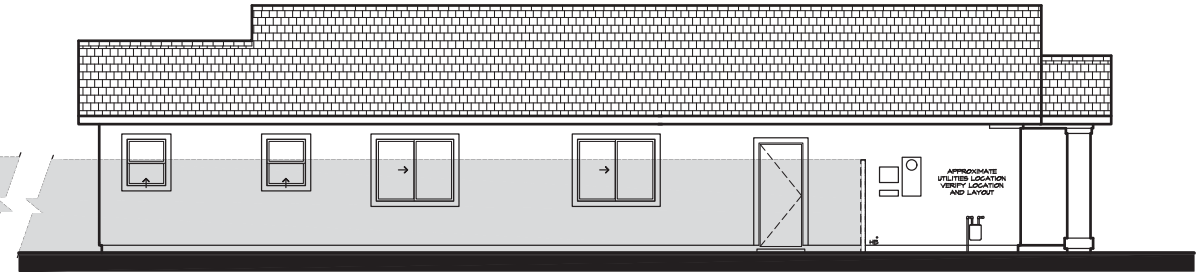


Rear



Left

Plan 1
Elevations 'A'

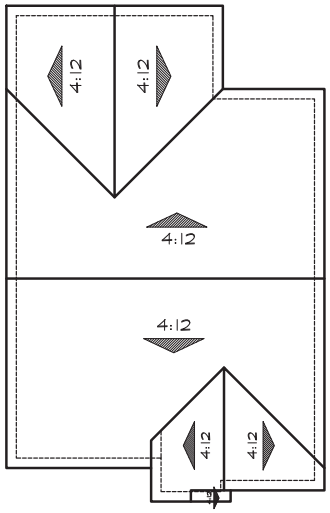
0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

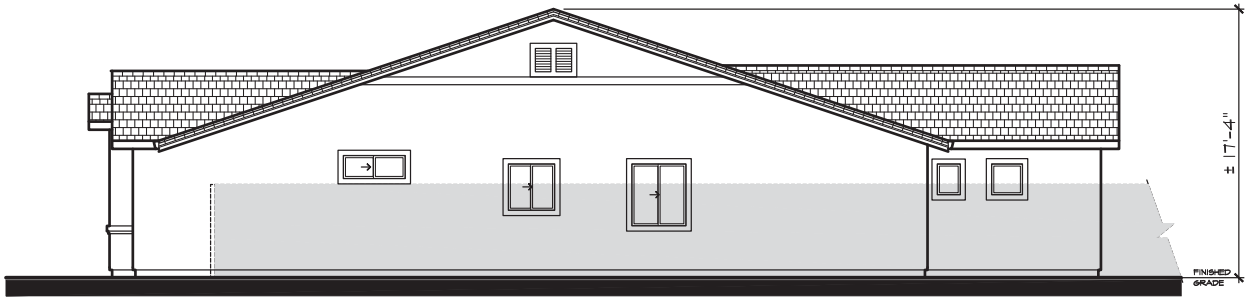
Discovery Builders, Inc.
Date 10/08/2021

A.4



Roof Plan 'B'

0 2 4 6 8 16



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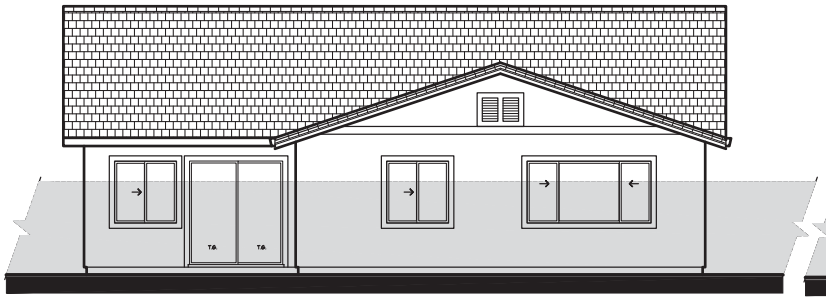
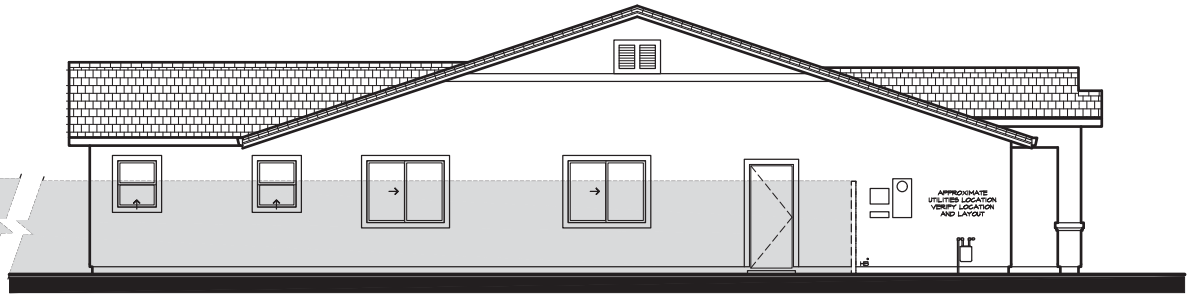


Rear



Left

Plan 1
Elevations 'B'

0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.5

MATERIAL LEGEND

A COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
BOARD AND BATTEN
MOCK VENTS
ROLL-UP GARAGE DOORS

B COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
MOCK WOOD SHUTTERS
MOCK VENTS
ROLL-UP GARAGE DOORS

Elevation A
Scheme #3

Elevation B
Scheme #2

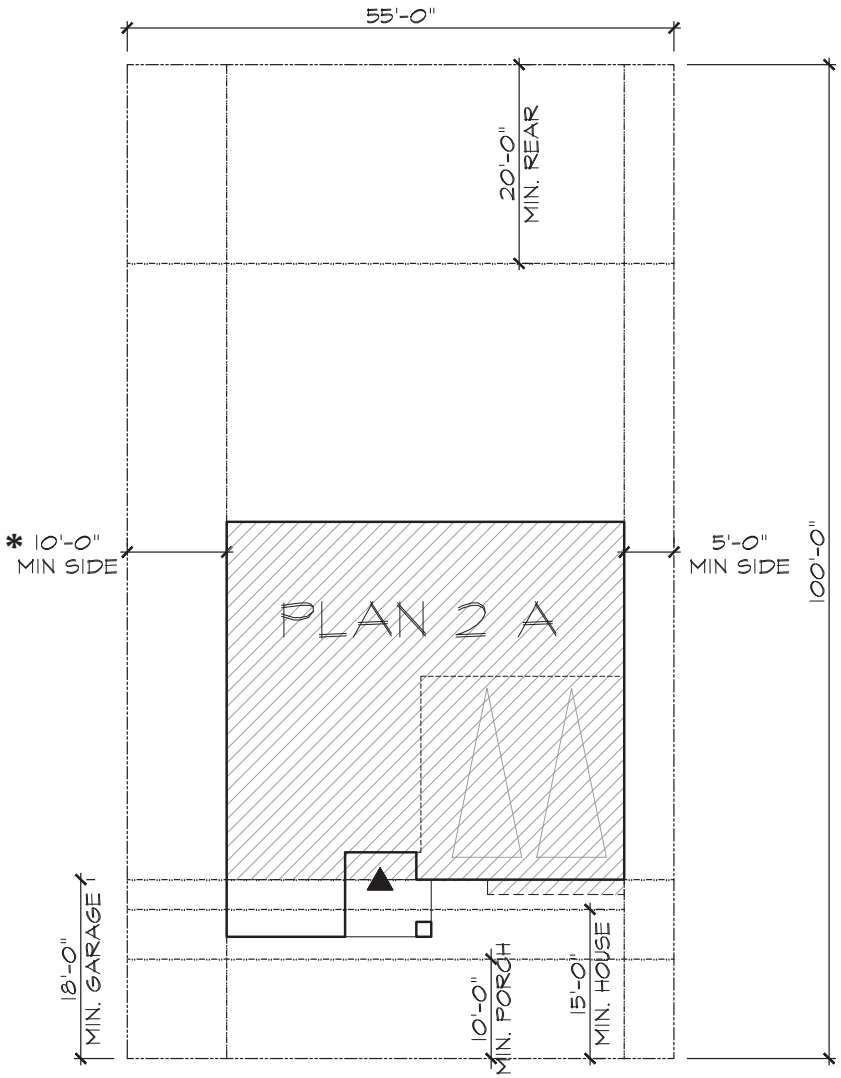
Front Elevations
Plan 2

LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021



Contra Costa County
ZONING SETBACKS

SETBACK	
FRONT OF HOUSE:	15'
PORCH:	10'
GARAGE:	18'
REAR YARD:	20'
SIDE YARD:	5'/10'

Note: 5' min. sideyard
15' aggregate side yard

(*) Location of 10' sideyard may vary on lots.

SECOND FLOOR

Plan 2
Site Plan

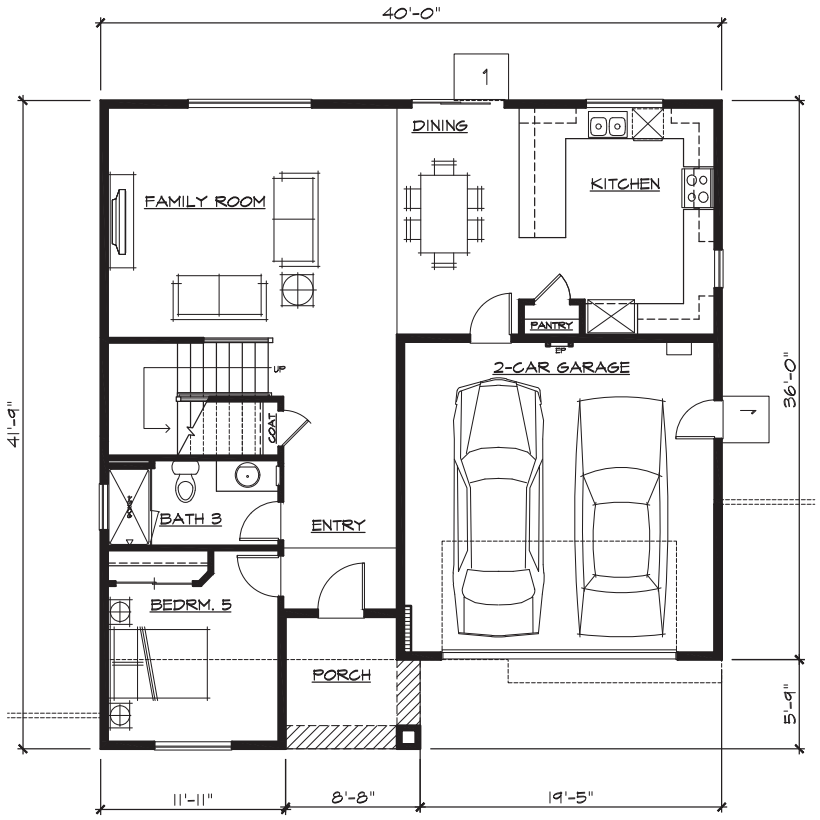
0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.7



SQUARE FOOTAGE	
FIRST FLOOR	1069 SF
SECOND FLOOR	1369 SF
TOTAL LIVING AREA	2438 SF
PORCH	70 SF
GARAGE	420 SF
FOOTPRINT	1559 SF

0 2 4 6 8 16

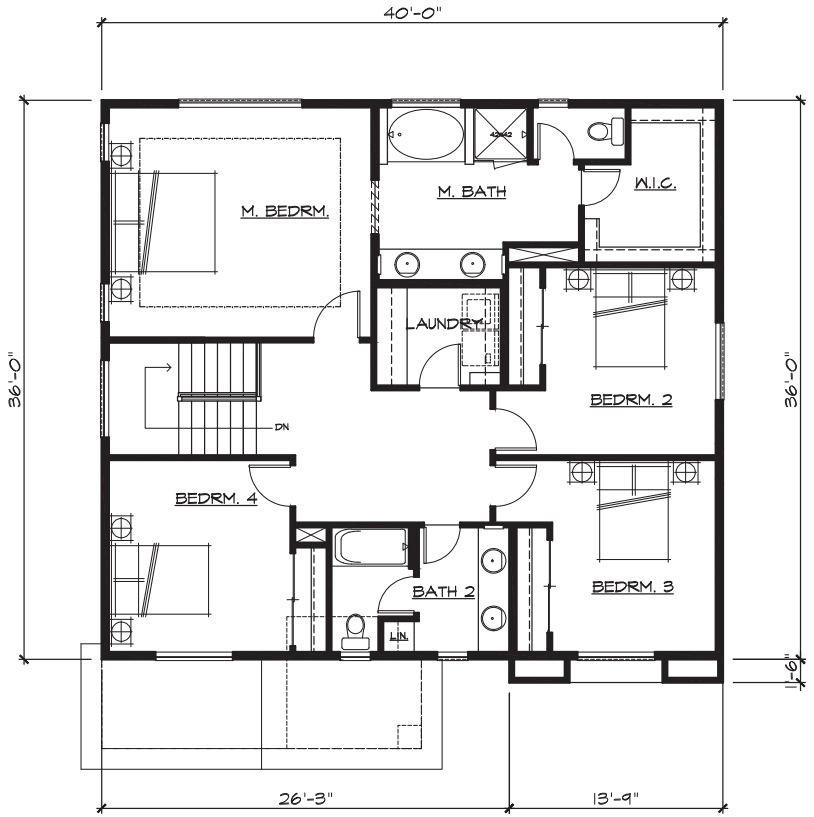
Plan 2
First Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.8



SQUARE FOOTAGE	
FIRST FLOOR	1069 SF
SECOND FLOOR	1369 SF
TOTAL LIVING AREA	2438 SF
PORCH	70 SF
GARAGE	420 SF
FOOTPRINT	1559 SF

0 2 4 6 8 16

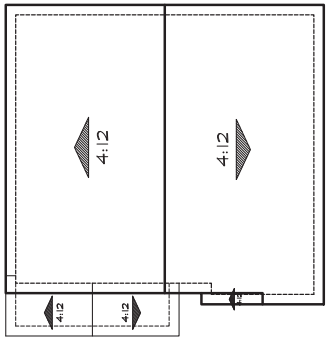
Plan 2
Second Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

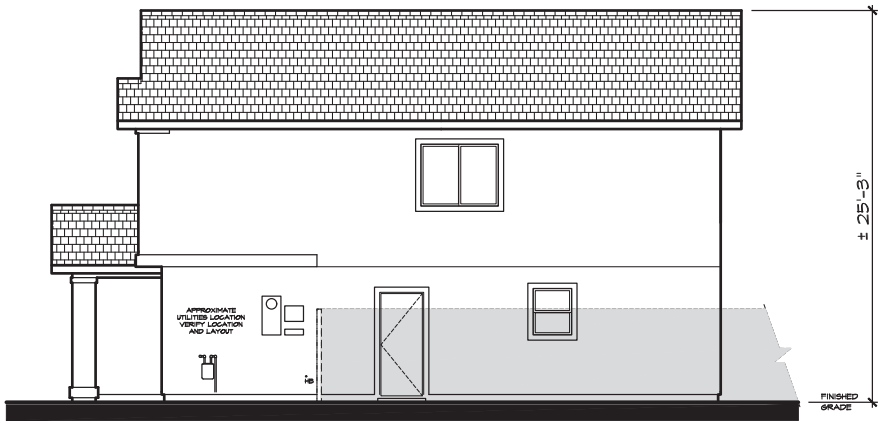
Discovery Builders, Inc.
Date 10/08/2021

A.9



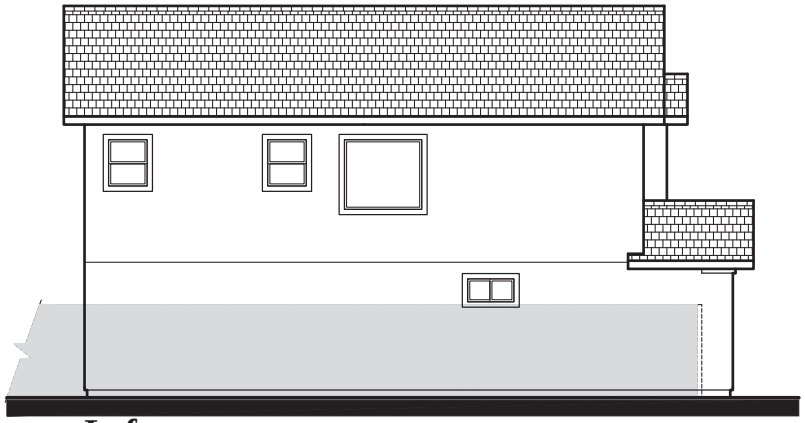
Roof Plan 'A'

0 2 4 6 8 16



Right

Rear



Left

Plan 2
Elevations 'A'

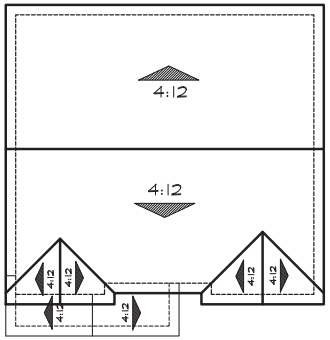
0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

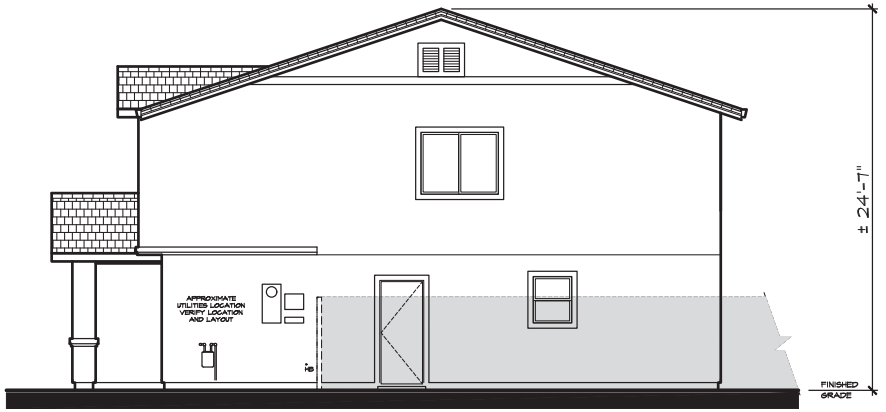
Discovery Builders, Inc.
Date 10/08/2021

A.10



Roof Plan 'B'

0 2 4 6 8 16



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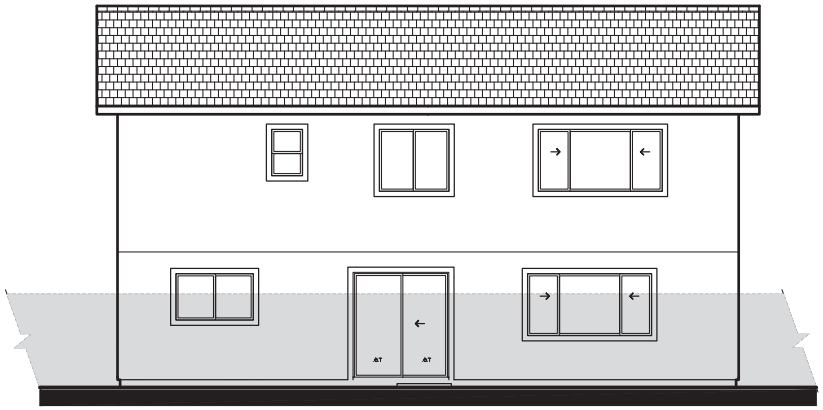
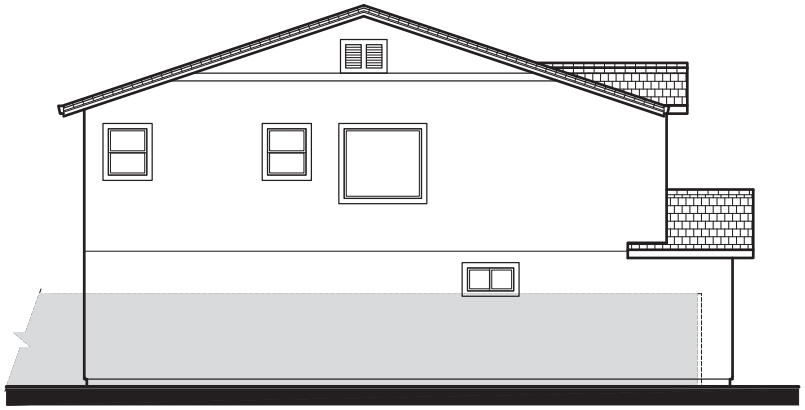


Rear



Left

Plan 2
Elevations 'B'

0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.11

MATERIAL LEGEND

A COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
BOARD AND BATTEN
MOCK VENTS
ROLL-UP GARAGE DOORS

B COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
MOCK WOOD SHUTTERS
MOCK VENTS
ROLL-UP GARAGE DOORS

Elevation A
Scheme #1

Elevation B
Scheme #4

Front Elevations
Plan 3

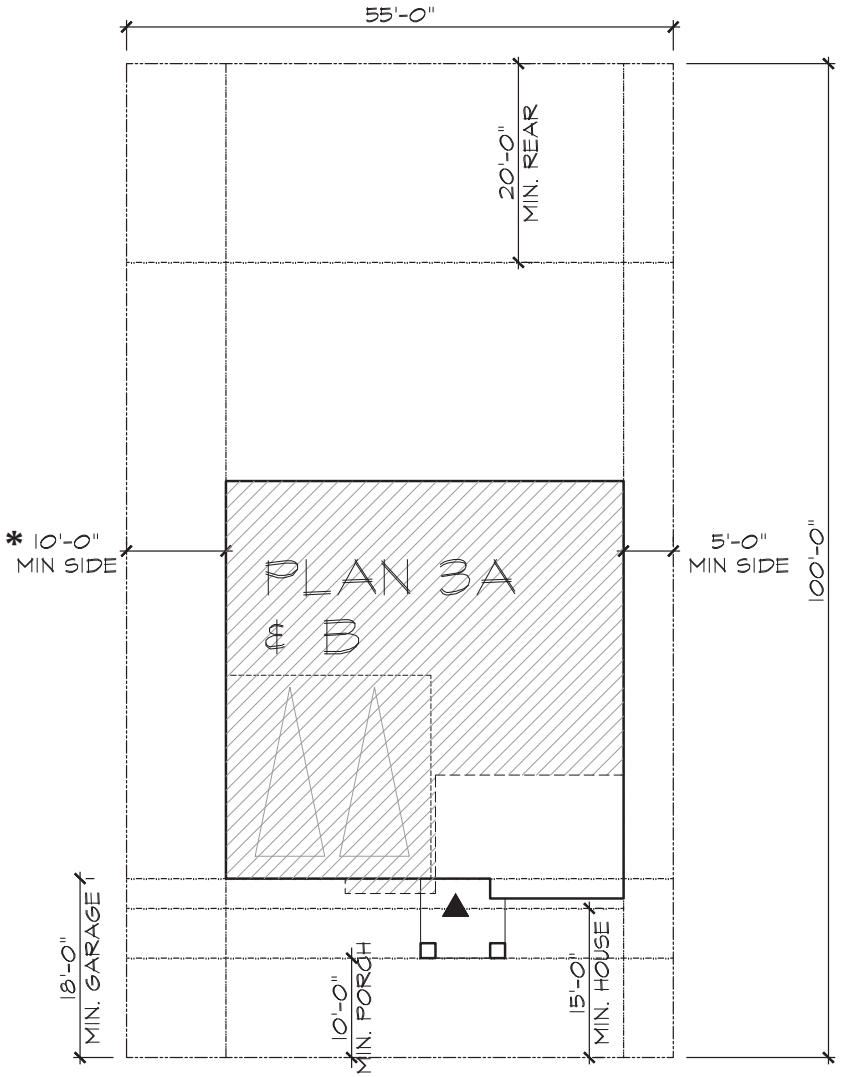
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.12



Contra Costa County
ZONING SETBACKS

SETBACK	
FRONT OF HOUSE:	15'
PORCH:	10'
GARAGE:	18'
REAR YARD:	20'
SIDE YARD:	5'/10'

Note: 5' min. sideyard
15' aggregate side yard

(*) Location of 10' sideyard may vary on lots.

SECOND FLOOR

Plan 3
Site Plan

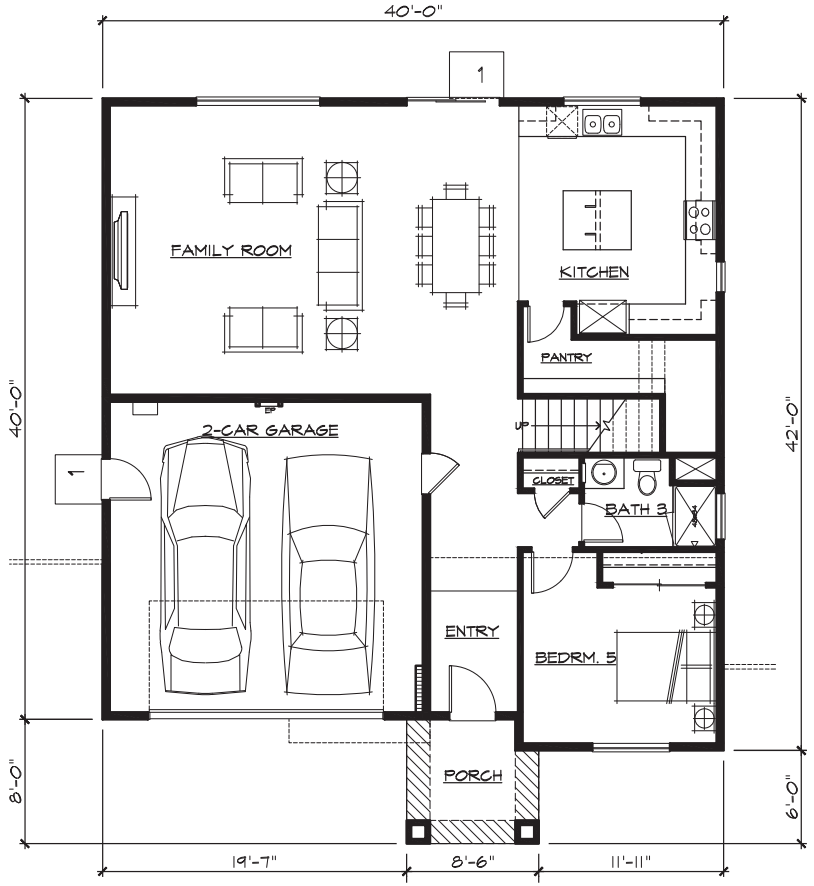
0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.13



SQUARE FOOTAGE	
FIRST FLOOR	1205 SF
SECOND FLOOR	1354 SF
TOTAL LIVING AREA	2559 SF
PORCH	65 SF
GARAGE	422 SF
FOOTPRINT	1692 SF

0 2 4 6 8 16

Plan 3
First Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.14

SQUARE FOOTAGE	
FIRST FLOOR	1205 SF
SECOND FLOOR	1354 SF
TOTAL LIVING AREA	2559 SF
PORCH	65 SF
GARAGE	422 SF
FOOTPRINT	1692 SF

0 2 4 6 8 16

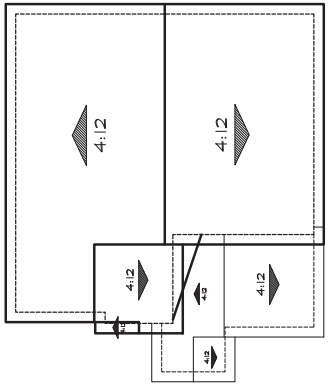
Plan 3
Second Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

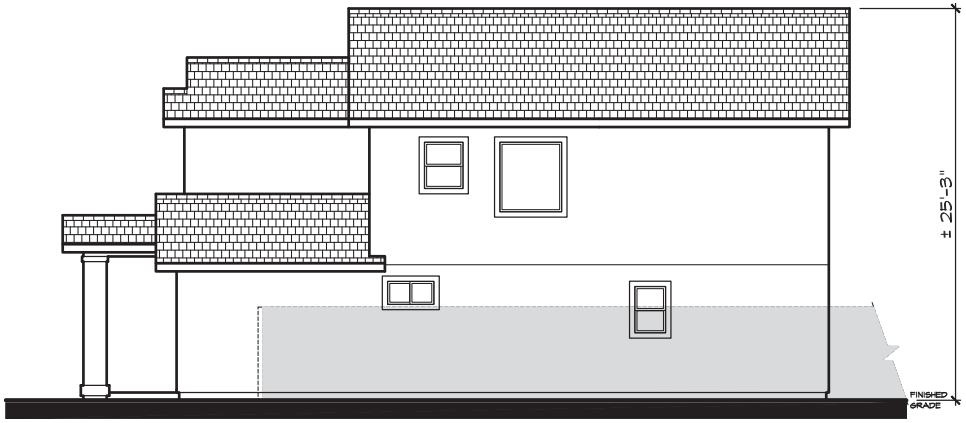
Discovery Builders, Inc.
Date 10/08/2021

A.15



Roof Plan 'A'

0 2 4 6 8 16



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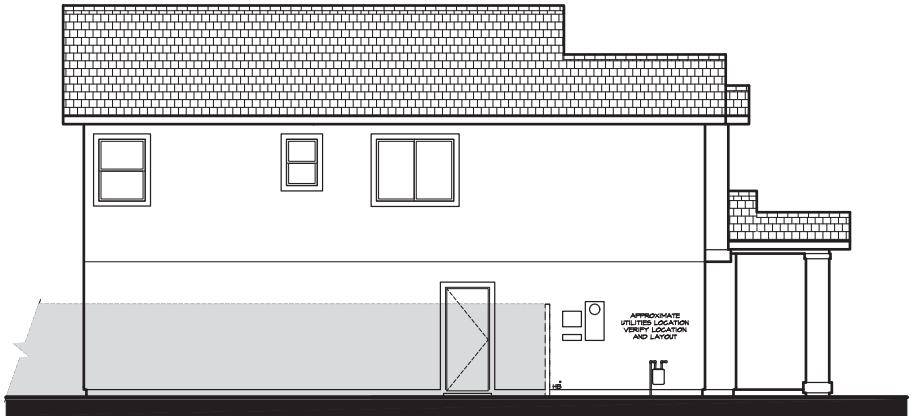
Rear



Left

Plan 3
Elevations 'A'

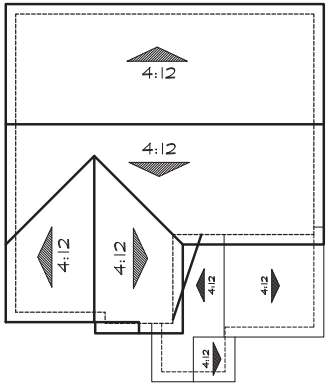
0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

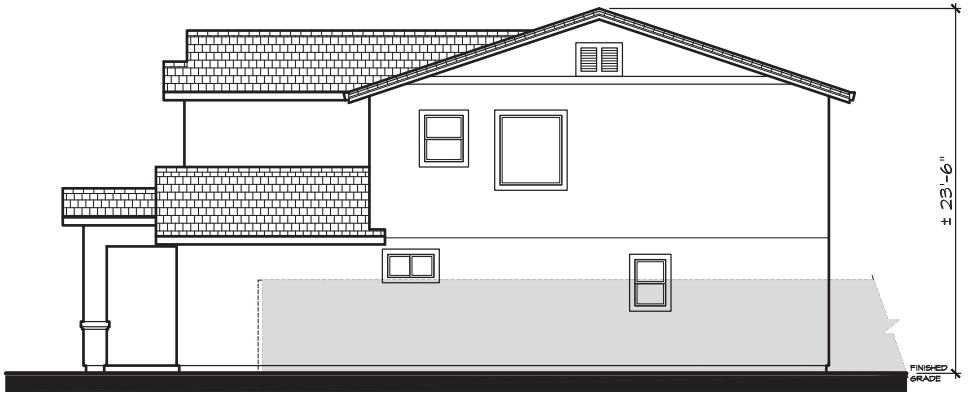
Discovery Builders, Inc.
Date 10/08/2021

A.16



Roof Plan 'B'

0 2 4 6 8 16



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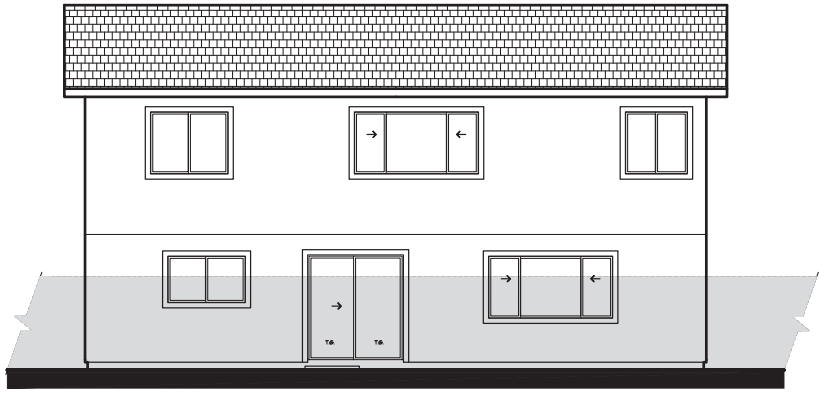

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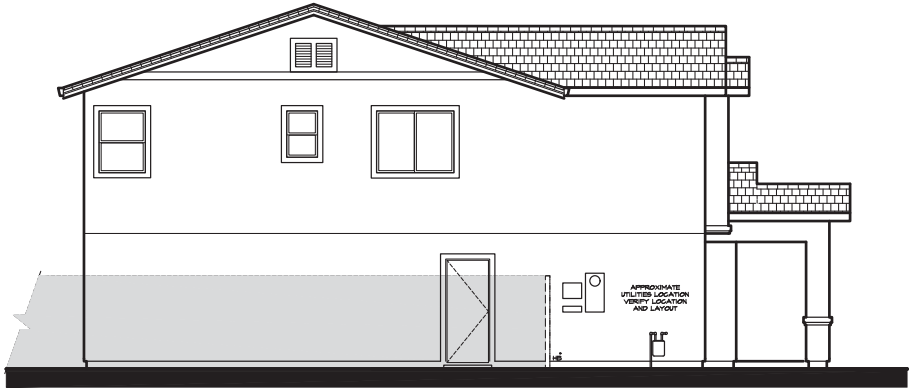


Left

Plan 3
Elevations 'B'

0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.17

MATERIAL LEGEND

A COMPOSITE ROOFING
GABLE ROOFS
STUCCO BODY
STUCCO TRIM
BOARD AND BATTEN
MOCK VENT
ROLL-UP GARAGE DOORS

Scheme #2

Front Elevation
Plan 4

LORETO BAY ESTATES

BAY POINT, CA

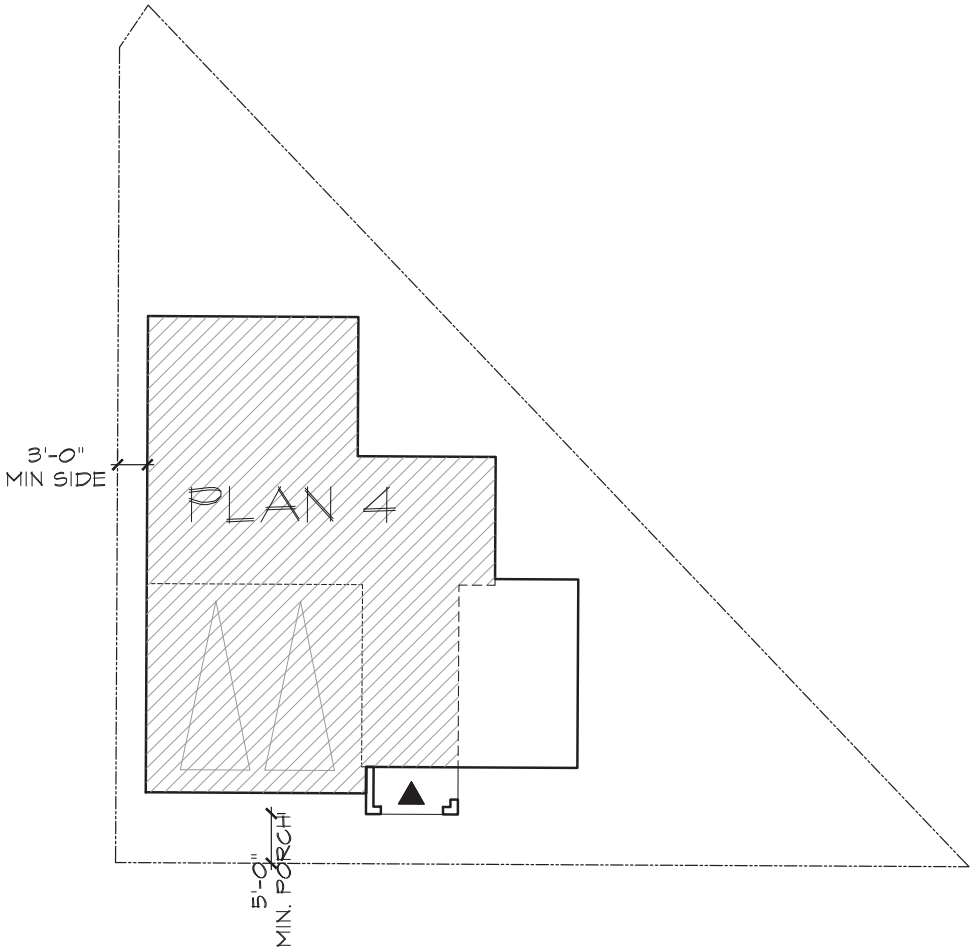
DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

Contra Costa County
ZONING SETBACKS

SETBACK WITH VARIANCE

FRONT:	5'
SIDE YARD:	3'



SECOND FLOOR

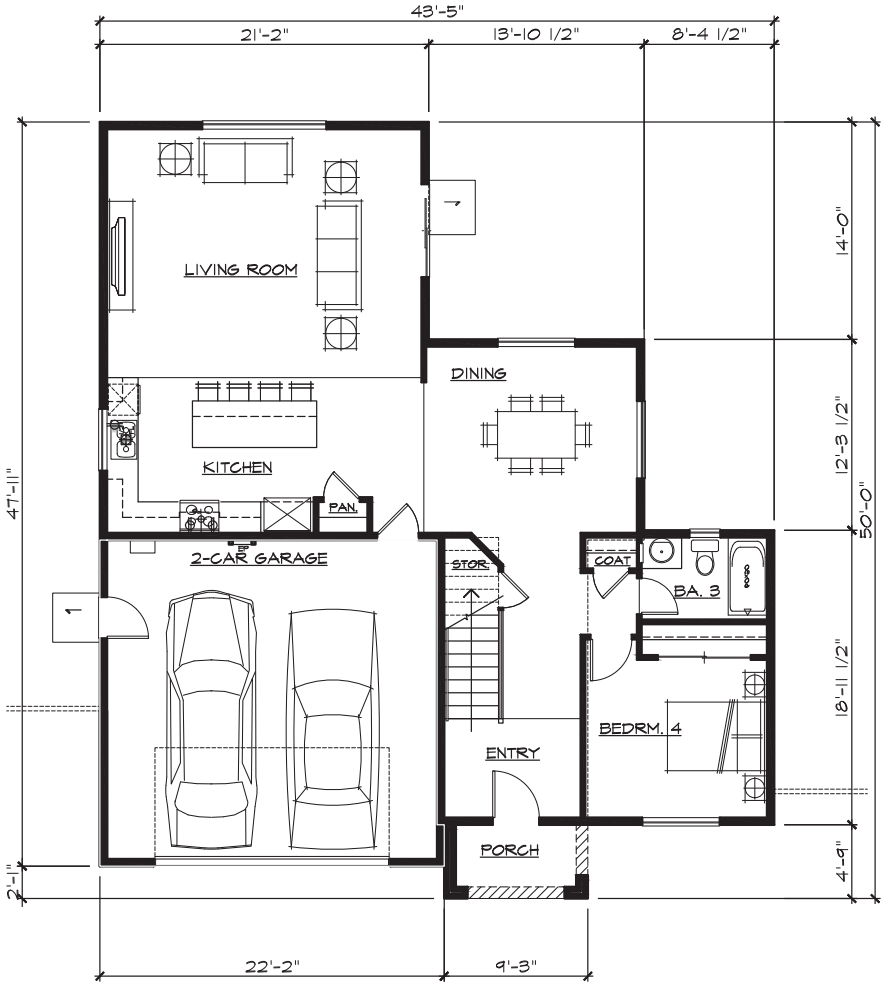
Plan 4
Site Plan

0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/30/2022



SQUARE FOOTAGE	
FIRST FLOOR	1152 SF
SECOND FLOOR	1223 SF
TOTAL LIVING AREA	2375
PORCH	40 SF
GARAGE	456
FOOTPRINT	1648 SF

0 2 4 6 8 16

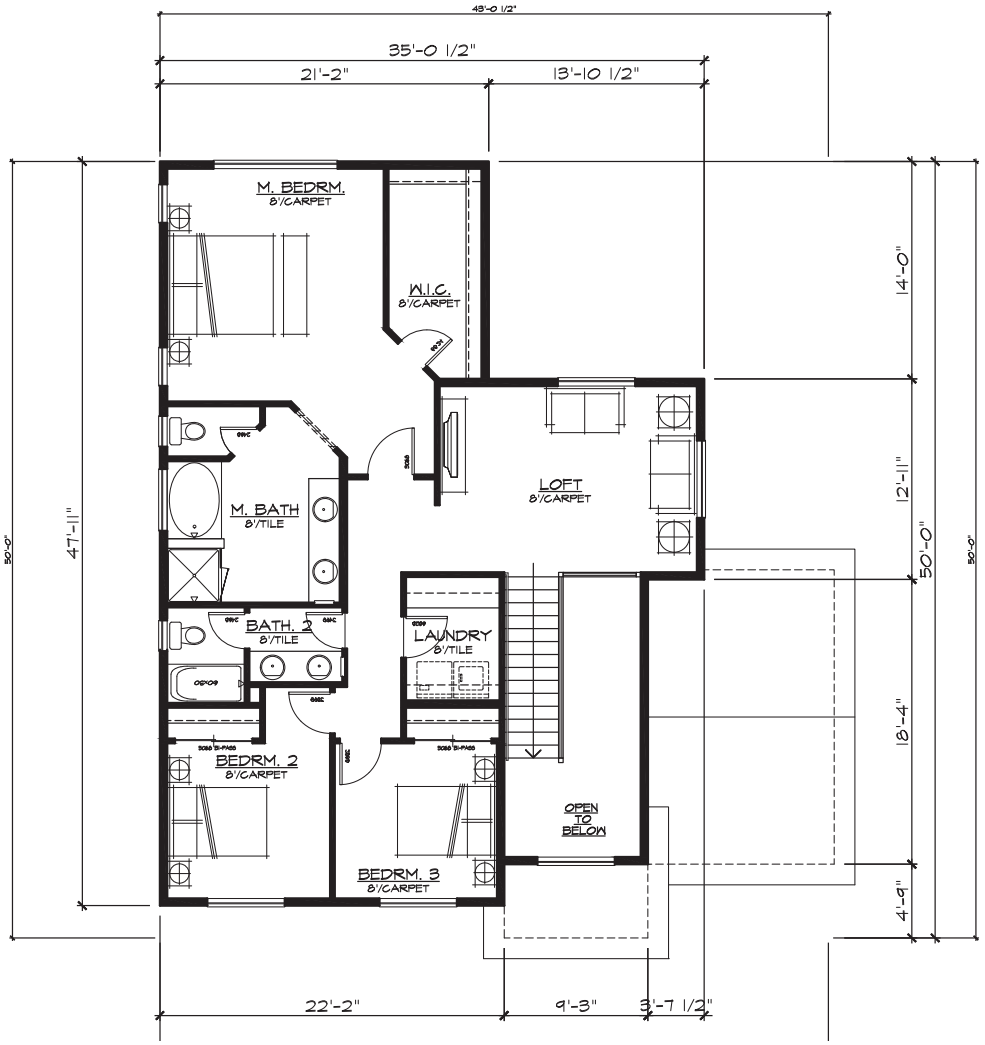
Plan 4
First Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 03/30/2022

A.20



SQUARE FOOTAGE	
FIRST FLOOR	1152 SF
SECOND FLOOR	1223 SF
TOTAL LIVING AREA	2375
PORCH	40 SF
GARAGE	456
FOOTPRINT	1648 SF

0 2 4 6 8 16

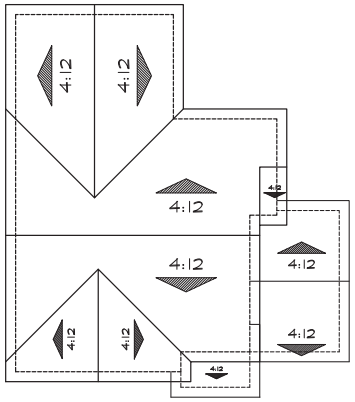
Plan 4
Second Floor
LORETO BAY ESTATES

BAY POINT, CA

DISCOVERY
DESIGN
GROUP

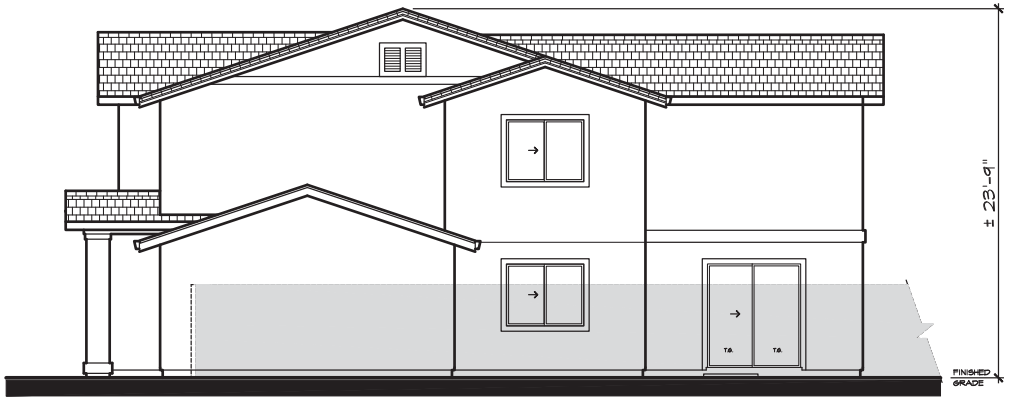
Discovery Builders, Inc.
Date 03/30/2022

A.21

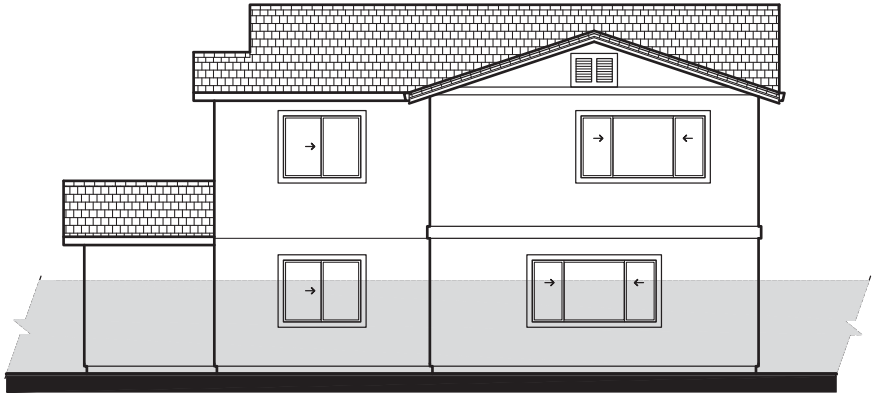


Roof Plan

0 2 4 6 8 16



Right



Rear

Left

Plan 4
Elevations

0 2 4 6 8 16

LORETO BAY ESTATES
BAY POINT, CA

DISCOVERY
DESIGN
GROUP

Discovery Builders, Inc.
Date 10/08/2021

A.22

Mitigation Monitoring and Reporting Program
County File #CDSD21-09588

Pullman Avenue and Fairview Avenue
Bay Point, CA 94565

July 29, 2022

SECTION 1: AESTHETICS	
Impact AES-4: New exterior lighting from the project site could adversely affect nighttime views in the area.	
AES-4: Exterior Lighting: Proposed exterior lighting shall be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover.	
Implementing Action:	COA
Timing of Verification:	Prior to, during, and post construction.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	If proposed, include on construction plan set for CDD review.

SECTION 2: AIR QUALITY

Impact AIR-2: Exhaust emissions and particulate matter produced by construction activities related to the project may cause exposure of the public or sensitive receptors to significant amounts of pollutants.

Mitigation Measure AIR-2: The following Bay Area Air Quality Management District, Basic Construction mitigation measures shall be implemented during project construction and shall be stated on the face of all construction plans:

A. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
B. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
C. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
D. All vehicle speeds on unpaved roads shall be limited to 15 mph.
E. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
F. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
G. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
H. The applicant shall post a publicly visible sign with the developer/project manager's name and telephone number regarding dust complaints. This person shall respond and

take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Implementing Action:	COA
Timing of Verification:	Prior to and during construction.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set for CDD review.
SECTION 3: CULTURAL RESOURCES	
Impact CUL-1: Subsurface construction activities could have the potential to damage previously undiscovered historical resources.	
Mitigation Measure CUL-1: If during the course of construction activities there is accidental discovery, the following steps shall be taken and included on the face all construction plans: All construction personnel, including operators of equipment involved in grading, or trenching activities will be advised of the need to immediately stop work if they observe any indications of the presence of an unanticipated cultural resource discovery (e.g. wood, stone, foundations, and other structural remains; debris-filled wells or privies; deposits of wood, glass, ceramics). If deposits of prehistoric or historical archaeological materials are encountered during ground disturbance activities, all work within 50 feet of the discovery shall be redirected and a qualified archaeologist contacted to evaluate the finds and, if necessary, develop appropriate treatment measures in consultation with the appropriate County and other agencies. If the deposits are not eligible, avoidance is not necessary. If eligible, deposits will need to be avoided by impacts or such impacts must be mitigated. Upon completion of the archaeological assessment, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the NWIC and appropriate Contra Costa County agencies.	
Implementing Action:	COA
Timing of Verification:	During initial review of construction plan sets and throughout project.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set and submittal of archaeologist report in the event of a find, for CDD review.

Impact CUL-2: Subsurface construction activities may have a significant impact to previously undiscovered archaeological resources.
See **Mitigation Measure CUL-1.**
Impact CUL-3: Project activities could have the potential to significantly impact previously undiscovered human remains.
Mitigation Measure CULT-3: If during the course of construction activities there is accidental discovery or recognition of any human remains, the following steps shall be taken and included on the face of all construction plans: If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If the human remains are of a Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the property and provide recommendations for the proper treatment of the remains and associated grave goods. The MLD will work with the Applicant and a qualified archaeologist to determine the proper treatment of the human remains and any associated funerary objects. Construction activities will not resume until either the human remains are exhumed, or the remains are avoided via project construction design change. Upon completion of the assessment by an archaeologist, the archaeologist should prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Northwest Information Center and appropriate Contra Costa agencies.

Implementing Action:	COA
Timing of Verification:	During initial review of construction plan sets and throughout project.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set and submittal of archaeologist report in the event of a find, for CDD review.

SECTION 4: GEOLOGY/SOILS
Impact GEO-1: The geotechnical investigation concludes there is a 20 ft. thick non-liquifiable cap that will protect the proposed residential project from ground failure associated with liquefaction that has been forecasted at depths ranging between 21.3 to 49.1 ft. below the grounds surface. The cap itself contains sand beds that are deemed to be non-liquefiable based on the Cone Penetration Test (CPT)

logs. The forecasted estimates of settlement associated with liquefaction were based on engineering properties of the alluvial deposits penetrated in CPT-1 and CPT-3. Additional evaluation of liquefaction potential is warranted to address the following:

- Analysis of liquefaction potential of the alluvial deposits penetrated by CPT-2.
- On the basis of CPT data alone, the sand beds within the non-liquefiable cap were considered to be too cohesive or too dense to liquefy. Best evidence would be logging of at least three auger borings, recording Standard Penetration Testing (SPT) blow counts, determining the depth to the water table, sampling of sands, and laboratory testing (i.e., moisture content, dry density, gradation, etc.), followed by and evaluation of liquefaction potential using an SPT methodology compliant with standards for projects located in the Seismic Hazard Zone. This approach would provide additional data to confirm/ modify the consultant's preliminary interpretation of cap thickness.

Mitigation Measure GEO-1a: Prior to recordation of the final map, the applicant shall provide an updated geotechnical report for the review and approval by the County's Geologist and the Department of Conservation and Development, Community Development Division (CDD). The scope of the geotechnical update report shall include logging of a minimum of at least three auger borings that are approximately 25 ft. deep, each. Provide adequate data on the engineering properties of the sand layers within the non-liquefiable cap (i.e., within approximately 20 ft. of the ground surface). If this screening investigation encountered sands that were considered to be possible candidates for liquefaction, the liquefaction potential of this cap sands shall be performed.

Implementing Action:	COA
Timing of Verification:	Prior to the recordation of the final map.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of updated Geotech report for CDD and County Geologist review.

Mitigation Measure GEO-1b: Prior to recordation of the final map, the applicant shall provide evaluation liquefaction potential of sands penetrated in CPT-2. Additionally, estimate the amount of dry consolidation settlement for CPT-2.

Implementing Action:	COA
Timing of Verification:	Prior to the recordation of the final map.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of evaluation report for CDD and County Geologist review.

Impact GEO-2: The geotechnical report prepared for the project presented laboratory test data indicating the surface soils are expansive.	
Mitigation Measure GEO-2: The applicant shall provide additional design details on the mitigation of expansive soils (i.e., recommendations) addressing (a) thickness of the import fill material on building pads, (b) the project geotechnical engineer shall approve any import brought to the site, (c) the import shall not be more expansive or more corrosive than the native soils on the site, (d) specify the final grades recommended within approximately 3 ft. of the foundation to achieve compliance with the intent of the geotechnical engineers recommendation that positive drainage be provided to direct water away from the foundation, and (e) include a report from the corrosion protection engineer as an appendix to the Updated Geotechnical Report. It shall include test results; analysis of the data gathered and provide design recommendations to mitigate the hazard posed by corrosive soils.	
Implementing Action:	COA
Timing of Verification:	Prior to the issuance of a grading permit.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of Updated Geotechnical Report for CDD and County Geologist review.
Impact GEO-3: The Geotechnical Report prepared presented laboratory test data indicating potential corrosion of soils.	
Mitigation Measure GEO-3a: The Updated Geotechnical Report shall include a citation to the project plans and shall comment on their compliance with geotechnical recommendations and specifications.	
Implementing Action:	COA
Timing of Verification:	Prior to the recordation of the final map or grading.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of Updated Geotechnical Report and provide construction plan set for CDD and County Geologist review.
Mitigation Measure GEO-3b: The Updated Geotechnical Report shall comment on grading and drainage plans for the project, including the citing and design of the Stormwater C.3 basins. If they are available, provide comments on the foundation plans and associated exhibits.	
Implementing Action:	COA
Timing of Verification:	Prior to the issuance of a grading permit.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.

Compliance Verification:	Submittal of an Updated Geotechnical Report and provide construction plan set for CDD and County Geologist review.
Mitigation Measure GEO-3c: The project geotechnical engineer shall provide adequate observation services to confirm that their foundation, final grading, and drainage recommendations have been implemented, as well as backfilling of utility trenches and construction of the private roads and flatwork.	
Implementing Action:	COA
Timing of Verification:	Prior to the issuance of a grading permit and during grading activities.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of observation report and provide construction plan set for CDD and County Geologist review.
Impact GEO-4: Unexpected discovery or find may occur during the construction phase of the project.	
Mitigation Measure GEO-4*: The following General Notes* shall be placed on Sheets that show drainage improvements and utility improvements. • The underground/ grading contractor shall provide a minimum of 24-hour notice to the entity charged with providing the monitoring services. • The entity that is providing the monitoring service shall be identified (name of firm, mailing address, phone number, and email).	
Implementing Action:	COA
Timing of Verification:	Throughout grading and project, review of information submitted.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on drainage improvement and utility improvement plan set for CDD review.
SECTION 5: NOISE	
Impact NOISE-1: Construction related activities could generate a temporary increase in ambient noise levels in the vicinity of the project.	
Mitigation Measure NOISE-1: The following noise reduction measures shall be implemented during project construction and shall be included on all construction plans. 1. Unless specifically approved otherwise via prior authorization from the Zoning Administrator, all construction activities shall be limited to the hours of 8:00 A.M. to 5:00 P.M., Monday through	

Friday, and are prohibited on State and Federal holidays on the calendar dates that these holidays are observed by the State or Federal government as listed below:

New Year's Day (State and Federal)
Birthday of Martin Luther King, Jr. (State and Federal)
Washington's Birthday (Federal)
Lincoln's Birthday (State)
President's Day (State)
Cesar Chavez Day (State)
Memorial Day (State and Federal)
Juneteenth National Independence Holiday (Federal)
Independence Day (State and Federal)
Labor Day (State and Federal)
Columbus Day (Federal)
Veterans Day (State and Federal)
Thanksgiving Day (State and Federal)
Day after Thanksgiving (State)
Christmas Day (State and Federal)

For specific details on the actual day the State and Federal holidays occur, please visit the following websites:

Federal Holidays: Federal Holidays (opm.gov)
California Holidays: http://www.ftb.ca.gov/aboutftb/holidays.shtml

2. The applicant shall make a good faith effort to minimize project-related disruptions to adjacent properties, and to uses on the site. This shall be communicated to all project-related contractors.
3. The applicant shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors as far away from existing residences as possible.
4. Large trucks and heavy equipment are subject to the same restrictions that are imposed on construction activities, except that the hours shall be limited to weekdays between the hours of 9:00 A.M. and 4:00 P.M. and prohibited on State and Federal holidays.

Implementing Action:	COA
Timing of Verification:	During initial review of construction plan sets and throughout project.
Responsible Department, Agency, or Party:	Project Proponent and CDD.
Compliance Verification:	Include on construction plan set for CDD review.

SECTION 6: TRIBAL CULTURAL RESOURCES
Impact TRIBAL CUL-1: The project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The expected construction and grading could cause ground disturbance which may impact heretofore undocumented cultural resources.
See **Mitigation Measure CUL-1**.
Impact TRIBAL CUL-1: The project could potentially significant impact related to historic resources.
See **Mitigation Measure CUL-1**.