

Initial Study/Mitigated Negative Declaration for the

# Sunrise Self-Storage Project

Self-Storage Facility at an Existing Recreational Vehicle Storage Site

Sunrise Drive and Pacheco Boulevard

City of Martinez

January 2021



Prepared by: MIG Inc., Berkeley CA.



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A. Air Quality and Greenhouse Gas Assessment

# **1. Project Information**

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## **1.1 Project Title**

Sunrise Self-Storage Project

## **1.2 Lead Agency Name and Address**

City of Martinez  
Planning Department  
525 Henrietta Street  
Martínez, CA 94553

## **1.3 Contact Person and Phone Number**

Mike Chandler  
Interim Community Development Director  
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mchandler@cityofmartinez.org

## **1.4 Project Sponsors Names and Addresses**

Adam McNicol, Sunrise Storage Partners, LLC  
2930 Washington Street  
San Francisco, CA 94115

Bruce Jordan, Jordan Architects, Inc.  
131 Calle Iglesia, Suite 100  
San Clemente, CA 92672

## **1.5 General Plan Designation**

Commercial / Light Industrial (C/LI)

## **1.6 Zoning**

Mixed – Service Commercial / Light Industrial (M-SC/LI)  
Sunrise Business Park Planned Unit Development (PUD)

## **1.7 Introduction**

This Initial Study of environmental impacts has been prepared to conform to the requirements of the California Environmental Quality Act (CEQA Statute, Division 13 of the California Public Resources Code, sections 21000 et seq.), the California Code of Regulations sections 15000 et seq. (CEQA Guidelines), and the regulations and policies of the City of Martinez. The report is intended to inform City of Martinez (City) decision-makers, CEQA-defined responsible agencies, and the general public of the Sunrise Self-Storage Project (project) and its environmental consequences. The City of Martinez is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the proposed project. The primary objective of the project is to provide a new self-storage facility to residents of the greater Martinez area.

## **1.8 Project Location and Context**

The following section describes the project site location, characteristics, surrounding land uses, and land use designations.

*Location.* The project site is located between Pacheco Boulevard and Sunrise Drive on the eastern boundary of the city of Martinez. The site is located approximately 700 feet (0.13 miles) west of Highway 680 and approximately 2,370 feet (0.45 miles) north of Highway 4 (see **Figures 1 and 2**). The project site consists of five parcels: APN 161-021-005, 161-021-006, 161-021-007, 161-021-008, and 161-021-009.

*Surrounding Land Uses.* The site is bordered on the west and south by light industrial and commercial properties (zoned M-SC/LI: Mixed – Service Commercial / Light Industrial) that support manufacturing and retail uses. To the east/southeast, across Pacheco Boulevard, the project site is surrounded by residential properties and one light industrial property (zoned M-NC/SC: Mixed – Neighborhood Commercial / Service Commercial). To the north, across Sunrise Drive, the project site is surrounded by residential properties that are outside of Martinez city limits (unincorporated Contra Costa County).

*Site Characteristics.* The 5.92-acre project site is currently used for recreational vehicle (RV) storage. The western portion of the project site is visually and operationally different than the eastern portion. The western portion is developed with a graveled RV storage facility occupying approximately half of the project site. This portion, is mostly flat with a gradual slope from south to north, and is entirely fenced for security. The western boundary of the RV storage facility is defined by an approximately 8-foot-high slatted fence with razor wiring; the eastern boundary of the RV storage facility is bordered by an approximately 12-foot high concrete masonry unit wall. The RV storage facility also includes two trailers along the southern boundary which are used for administrative purposes. The facility includes two driveways connecting Sunrise Drive to the project site.

The eastern half of the project site is undeveloped and serves as natural separation between the site and Pacheco Boulevard. This area is vegetated with trees, grasses, and bushes, and slopes from the edge of the fenced RV storage facility to Pacheco Boulevard (west to east). The area contains a concrete v-ditch located mid-slope that runs north to south the entire length of the subject parcels. The v-ditch collects runoff from the slope as well as drainage from adjoining parcels and is connected to a City storm water inlet by a 12-inch pipe.

## **1.9 Project Description**

Adam McNicol (applicant) is submitting an application to develop five parcels located between Sunset Drive and Pacheco Boulevard, totaling approximately 5.92 acres, collectively called the Sunrise Self-Storage Project (project). The application requests a Design Review, two Conditional Use Permits, (one for the use and the second for the height of the buildings), as well as a lot merger and amendment to the Sunrise Business Park Planned Unit Development to allow the new self-storage facility. Project development would occur in two phases. The first phase would include the construction and operation of “Building A” on the northern portion of the site: a 124,550 gross-square-foot building that would accommodate 928 storage units of various sizes and a management office. Building A is proposed as four stories aboveground (45 feet) with a basement. The second phase of the project would include the construction and operation of “Building B” on the southern portion of the site: a 178,500 gross-square-foot building that would accommodate 1,295 storage units of various sizes. Building B would also be four stories high (45 feet) with a basement. First phase construction would begin as soon as building and grading permits are approved for “Building A”, while the second phase is anticipated to be completed within five years of initial operations of the first phase. Approval of the Use Permits, Design Review, and associated amendments to the Sunrise Business Park Planned Unit Development (PUD) Plan would allow the proposed buildings to exceed the current 30-foot height maximum.

**Figures 3 and 4** depict the project site plans under Phase 1 and Phase 2 (full buildout), respectively. **Figures 5 through 7** illustrate the project's building elevations, colors, and materials for the self-storage facility.

Construction under Phase 1 is anticipated to last about one year and start as soon as building and grading permits are issued. Because the project site is largely undeveloped except for gravel and two paved driveways on the western half, only the two existing trailers would be removed from the site.

*Access, Circulation, and Parking.* The preliminary fire access plan is shown in **Figure 8**, which illustrates vehicular access for the project. Project facilities would be accessed from three, two-way, 30-foot-wide driveways off Sunrise Drive. Two new driveways would be constructed under Phase 1 of the project and one existing driveway would remain. Vehicle circulation on site would be two-way and primarily along the eastern perimeter of the proposed storage buildings through a new asphalt access road. A proposed emergency access road on site has turning radii to accommodate a 42-foot ladder fire truck.

Access to and from the storage buildings would be controlled by three security gates with a 24-hour keypad entry system. The security system would include video surveillance, motion detection, burglar alarms, and an intercom system. The project would provide a total of 32 parking spaces: 12 for Phase 1 and 20 for Phase 2. Two of the spaces would be dedicated for ADA parking and one for electric vehicle charging. The existing pedestrian sidewalk, along the site's Sunrise Drive frontage, would be retained.

*Landscaping.* The conceptual landscape plan is shown in **Figures 9 and 10**. The project would include new landscaping features on the western half of the site. In accordance with an existing landscaping and slope maintenance easement that exists on the eastern half of the site, the project would also maintain existing landscaping and vegetation on the undeveloped sloped half of the site. Project landscaping would include 18 new trees and drought-tolerant groundcover along the northern and eastern portions of the project site. The northern portion of the project would also include a 6,410-square-foot bioretention area that would provide onsite storm water treatment and visual screening. Trees along the Sunrise Drive frontage would remain.

*Grading and Storm Water Treatment.* The project's preliminary grading plan is illustrated in **Figure 11**. The project site would be graded, and storm water retention would be accomplished through a combination of underground infiltration and aboveground drainage infrastructure which feeds to a new bioretention area at the northern portion of the site. The project would create approximately 103,898 square-feet of new impervious surfaces. For grading, approximately 38,000 cubic yards of earth would be cut, and 2,000 cubic yards of earth would be fill. The project would include a bioretention area and new aboveground drainage infrastructure illustrated in the project's drainage plan, **Figure 12**.

*Utilities and Infrastructure.* The proposed project would connect to existing water, wastewater, storm drainage, and electrical infrastructure. Water service, wastewater treatment, storm water drainage system, and solid waste collection are provided by the City or Contra Costa County. Electricity and natural gas are provided by PG&E. The applicant would install new water lines, sewer, and underground electrical utilities within the site. The project proposes relocating a storm water drainage connection. The proposed bioretention area at the northern end of the site would meter runoff and direct the water into a new proposed discharge storm drain. The project would also be required to either construct or contribute to the installation of traffic improvements. This document evaluates the potential impacts associated with constructing a new traffic signal at the intersection of Arnold Drive and Pacheco

Boulevard as well as frontage improvements along Pacheco Boulevard even though the project may only be required to contribute a proportionate share of the cost for such improvements.

*Project Operations.* The self-storage facility would be open for customer access from 6:00 AM to 10:00 PM, seven days a week. The administrative office would be open from 9:00 AM to 6:00 PM Monday through Friday, and 10:00 AM to 4:00 PM on Saturdays and Sundays. The business would be supported by 2 to 3 full-time employees, with 1 to 2 employees on shift at a given time.

*City Actions/Approvals.* The proposed project would require the following City approvals:

- Adoption of the Mitigated Negative Declaration – City of Martinez, Planning Commission
- Issuance of Conditional Use Permits – City of Martinez, Planning Commission
- Amendment to Sunrise Business Park Planned Unit Development – City of Martinez, City Council
- Design Review Approval – City of Martinez, Planning Commission
- Approval of Lot Merger– City of Martinez, Planning Commission
- Building Permit and Plan Check – City of Martinez, Building Department
- Grading Permit – City of Martinez, Engineering Department



Figure 1: Project Vicinity Map

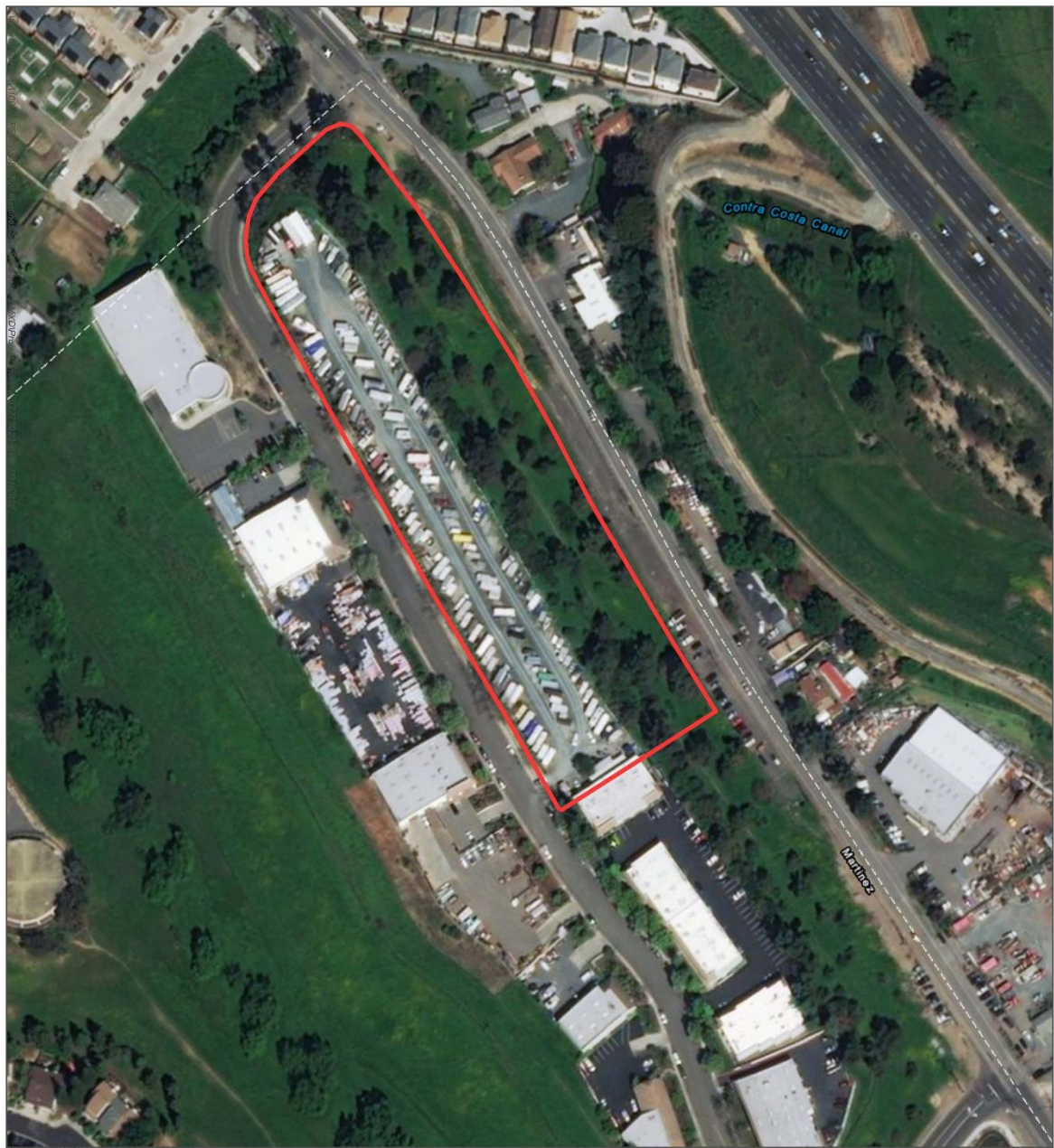


★ Project Location





Figure 2: Project Location Map



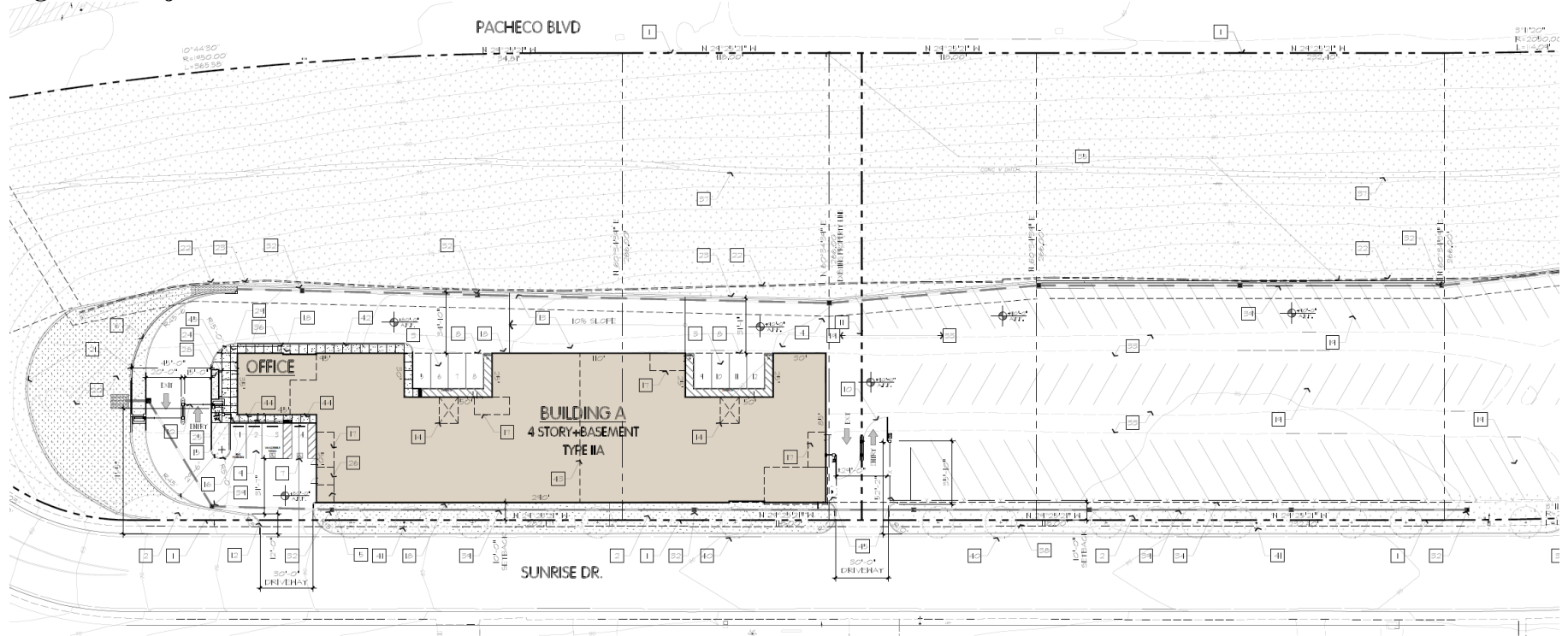
Source: ESRI 2020; CCMAP 2020; MIG 2020



 Project Area (5.92-acres)



**Figure 3: Project Site Plan – Phase 1**



**Figure 4: Project Site Plan – Phase 2**

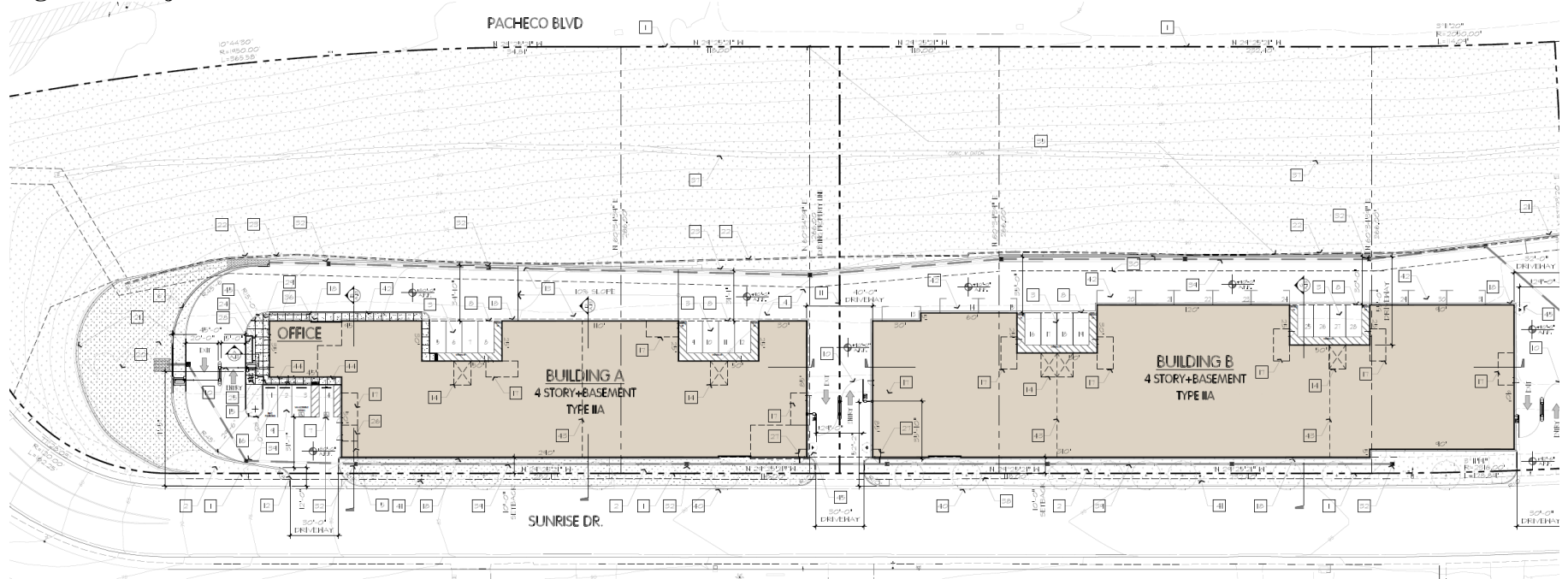
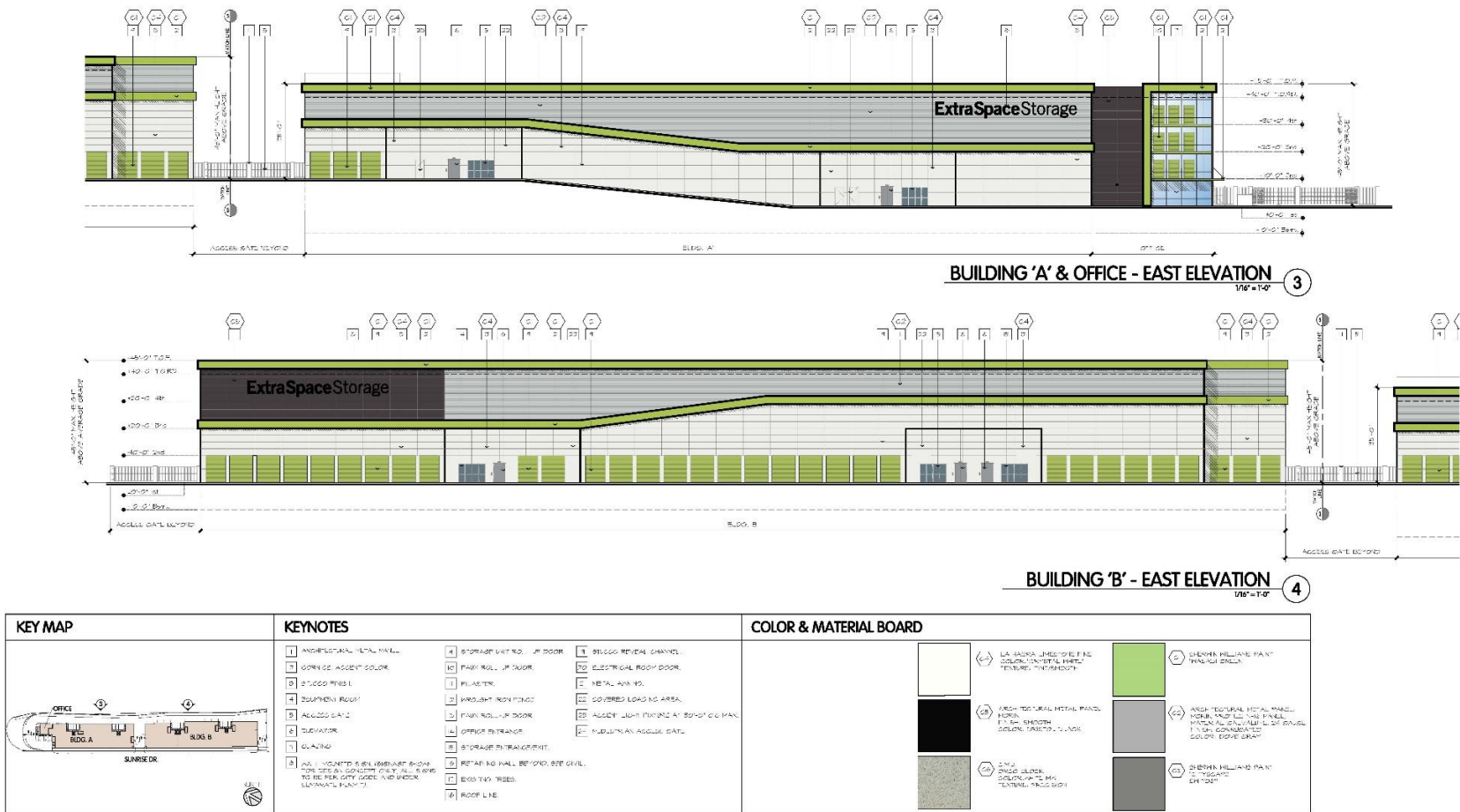




Figure 5: Building Elevations - East



ADAM McNICOL  
SUNRISE SELF STORAGE  
MARTINEZ, CA

PRELIMINARY ELEVATIONS

JOB NUMBER: 17-322  
SCALE: 3/32" = 1'-0"  
DATE: 02/09/2019

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A.11

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## PRELIMINARY ELEVATIONS

JOB NUMBER: 17-522  
SCALE: 3/32"=1'-0"  
DATE: 02/26/2019

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The architectural drawings for the 'ExtraSpaceStorage' development are presented in four main sections:

- OFFICE & BUILDING 'A' - NORTH ELEVATION** (Scale: 1/8" = 1'-0", Section 5): This elevation shows the north side of the office and building 'A'. It features a multi-story office building with a glass facade and a large storage unit. The drawing includes various height markers (e.g., +8'-0" T.O.F., +10'-0" T.O.F.) and a section cut symbol.
- BUILDING 'A' - SOUTH ELEVATION** (Scale: 1/8" = 1'-0", Section 6): This elevation shows the south side of building 'A'. It features a large storage unit with a glass facade and a smaller office building. The drawing includes various height markers and a section cut symbol.
- BUILDING 'B' - SOUTH ELEVATION** (Scale: 1/8" = 1'-0", Section 7): This elevation shows the south side of building 'B'. It features a large storage unit with a glass facade and a smaller office building. The drawing includes various height markers and a section cut symbol.
- STREET ELEVATION - WEST / SUNRISE DR.** (Scale: 1" = 30'): This elevation shows the west side of the development, facing Sunrise Dr. It features a large storage unit with a glass facade and a smaller office building. The drawing includes various height markers and a section cut symbol.
- STREET ELEVATION - EAST / FREEWAY** (Scale: 1" = 30'): This elevation shows the east side of the development, facing the freeway. It features a large storage unit with a glass facade and a smaller office building. The drawing includes various height markers and a section cut symbol.

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JOB NUMBER: 17-522  
 SCALE: 3/32"=1'-0"  
 DATE: 02/26/2019

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PACHECO BLVD.

SUNRISE DR.

OFFICE

BUILDING A  
4 STORY+BASEMENT  
TYPE IIA

BUILDING B  
4 STORY+BASEMENT  
TYPE IIA

01-14-20  
PACIFIC COAST  
ARCHITECTS

Diagram of a parking lot layout with various features labeled with letters a through g. The layout includes a main rectangular parking area, a curved driveway on the left, and a small rectangular area at the top left. Labels are: a) Knox Box, b) Fire Ladder Truck, c) Fire Access Lane, No Parking, d) Fire Hydrant, e) Fire Alarm, 20' x 0' Clear, f) Fire Ladder Truck, g) Knox Box.

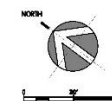
1. FIRE ACCESS IN ACCORDANCE WITH SFG. SECTION 805 AND APPENDIX D.
2. ALTERNATE FIRE SPRINKLER SYS. "B" IN ACCORDANCE WITH NFPA 8. 3 PROVIDED PROTECTION.
3. FIRE FLOW IN ACCORDANCE WITH SFG. APPENDIX B.
4. BUILDING CONSTRUCTION TYPE "B".
5. ACCESS ROADS/WAYS OF LESS THAN 25 FEET PROTECTED WITH ALL WALL, RAIL POSTING OR CURBS 25 FEET OR MORE FROM THE PROTECTED FIRE LANE CLEARLY MARKED (SEE 1500.100.200.00).

[illegible]

2. AVAILABLE OR COMBUSTIBLE LIQUID BURNING TANKS  
SHALL NOT BE LOCATED ON THE STEEL STRUCTURE BEARING  
APPROX. 400 LB. WEIGHT PER SQ. FT. FROM THE DISTRICT  
OF COLUMBIA.

1. A MINIMUM SIZE OF 2'X2' MEANS OF VENTING EACH BRICKLAYER HEAD SHALL BE INSTALLED IN EACH UNIT TO ALLOW FOR QUARTER MINIMUM AND 8" VENT PROTECTION OF THE FIRE BRICKING TO SYSTEMS AND UNITS ARE ACCEPTED.

BUILDING AREA TABULATIONS ( Square Feet )						
	BUILDING X			BUILDING Y		
	FIRE AREA A-1	FIRE AREA A-2	FIRE AREA B-1	FIRE AREA B-1	FIRE AREA B-2	FIRE AREA B-3
BASEMENT	12,750	11,500	10,200	6,625	10,475	10,475
1st FLOOR	13,075	11,900	9,575	14,775	9,850	9,850
2nd FLOOR	13,075	10,650	9,575	14,775	9,850	9,850
3rd FLOOR	14,325	10,850	10,200	15,625	10,475	10,475
4th FLOOR	14,325	11,900	10,200	16,625	10,475	10,475
TOTAL BLDG. AREA PER FIRE ZONE	67,550	57,000	43,750	77,825	51,125	51,125
BUILDING GROSS	124,350			178,300		



# PRELIMINARY FIRE ACCESS PLAN

JOB NUMBER: 17-522  
SCALE: 1"=30'-0"  
DATE: 02/26/2019

#### A.4

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NEW OAKS TO PLANT WITH EXISTING TREES WITHIN THE OPEN SPACE LANDSCAPE.

BUILDING A

SUNRISE DRIVE

RETAINED TREATMENT OF THE WALL TO MATCH EXTERIOR OF THE BUILDINGS.

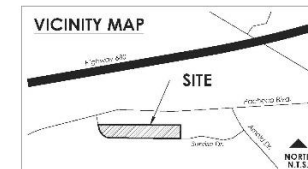
ALL EXISTING TREES TO BE RETAINED. ALL NEW TREES TO BE PLANTED WITHIN THE OPEN SPACE LANDSCAPE.

SCALE: 1" = 20'-0"

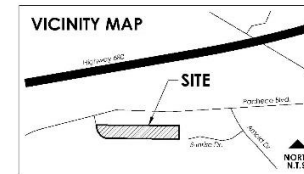
0 10 20 40

NORTH

CONCEPTUAL LANDSCAPE PLAN - A

[illegible]

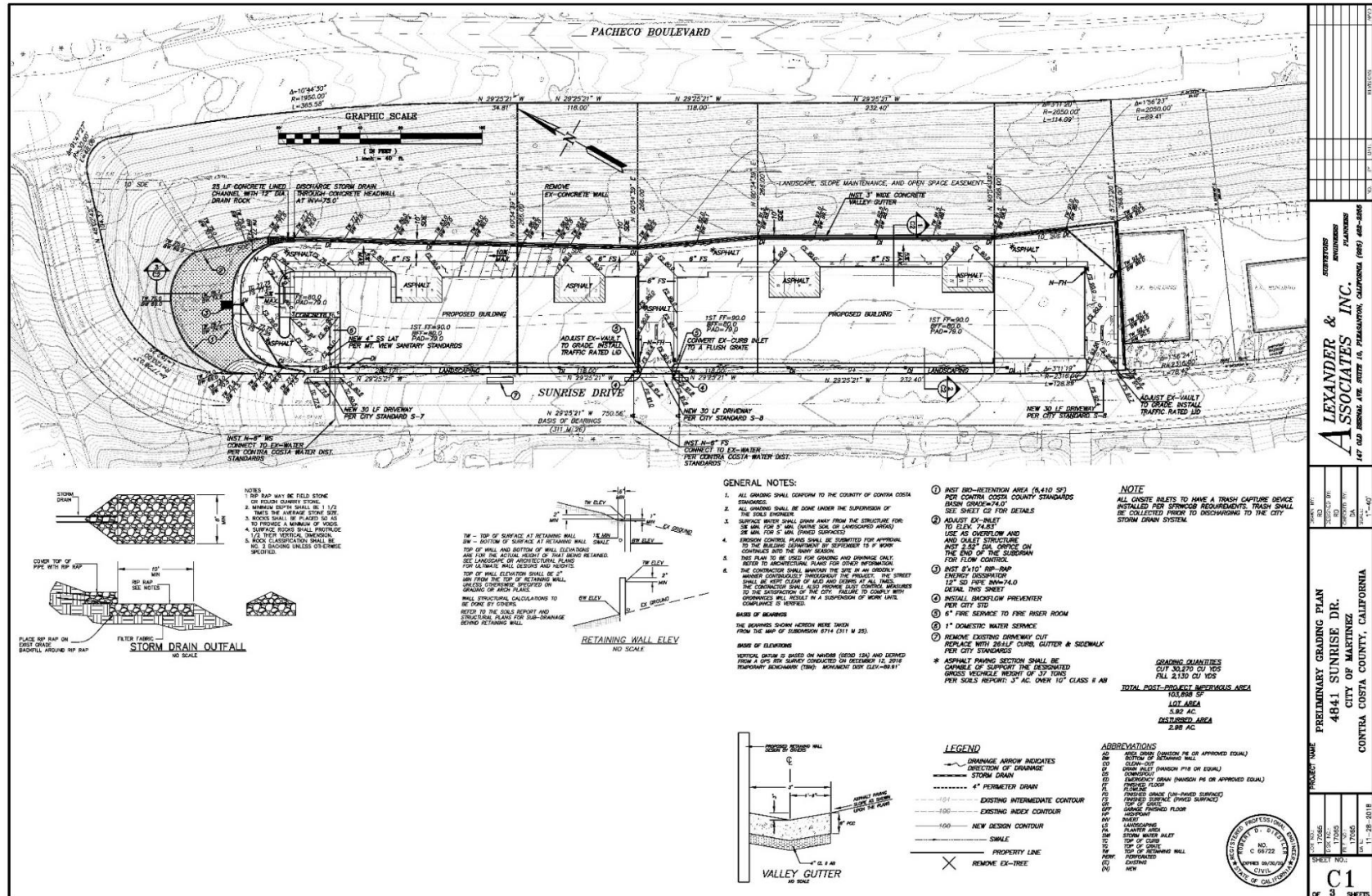
SHEET TITLE	
<b>CONCEPTUAL LANDSCAPE PLAN - A</b>	
OWNER Sunrise Storage Partners, LLC 1836 A Mason Street San Francisco, CA 94133 T: 650.888.7718	
DATE	2/19/2015
	21/49
SHEET NO.	
<b>CLP-01</b>	

[illegible][illegible]

## SUNRISE SELF-STORAGE

**CLP-02**

Figure 11: Preliminary Grading Plan







**Figure 13: Project Rendering – Southbound I-680**



ADAM McNICOL  
**SUNRISE SELF STORAGE**  
MARTINEZ, CA

**VIEW FROM I-680 SOUTHBOUND**

JOB NUMBER: 17-522  
SCALE: NTS  
DATE: 09/26/2019



Figure 14: Project Rendering – Northbound I-680



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MARTINEZ, CA

VIEW FROM I-680 NORTHBOUND

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JOB NUMBER: 17-522  
SCALE: NTS  
DATE: 05/24/2019





**Figure 15: Project Rendering – Office and Building A**



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**SUNRISE SELF STORAGE**  
 MARTINEZ, CA

**OFFICE VIEW FROM SUNRISE DRIVE**

THESE RENDERINGS ARE PRELIMINARY AND NOT TO BE USED FOR CONSTRUCTION. THEY ARE FOR INFORMATIONAL PURPOSES ONLY. ANY CHANGES TO THE DESIGN SHALL BE MADE IN WRITING AND APPROVED BY THE ARCHITECT. THE ARCHITECT ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREIN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED. THE ARCHITECT'S LIABILITY IS LIMITED TO THE DESIGN SERVICES PROVIDED.

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 SCALE: NTS  
 DATE: 02/26/2019

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## **2. Summary of Findings: Impacts and Mitigations**

---

Impact findings and mitigation measures identified in this report, the completed Initial Study checklist and narrative are summarized below. The mitigations listed below represent conditions for the Initial Study/Mitigated Negative Declaration for the proposed project.

### **Aesthetics**

No significant impacts have been identified; no mitigation is necessary.

### **Agriculture and Forestry Resources**

No significant impacts have been identified; no mitigation is necessary.

### **Air Quality**

No significant impacts have been identified; no mitigation is necessary.

### **Biological Resources**

Implementation of the following mitigation measures would ensure impacts are less than significant:  
BIO-1, BIO-2

### **Cultural Resources**

Implementation of the following mitigation measures would ensure impacts are less than significant:  
CUL-1

### **Energy**

No significant impacts have been identified; no mitigation is necessary.

### **Geology and Soils**

Implementation of the following mitigation measures would ensure impacts are less than significant:  
GEO-1

### **Greenhouse Gas Emissions**

No significant impacts have been identified; no mitigation is necessary.

### **Hazards and Hazardous Materials**

No significant impacts have been identified; no mitigation is necessary.

### **Hydrology and Water Quality**

No significant impacts have been identified; no mitigation is necessary.

### **Land Use and Planning**

No significant impacts have been identified; no mitigation is necessary.

### **Mineral Resources**

No significant impacts have been identified; no mitigation is necessary.

### **Noise**



No significant impacts have been identified; no mitigation is necessary.

**Population and Housing**

No significant impacts have been identified; no mitigation is necessary.

**Public Services**

No significant impacts have been identified; no mitigation is necessary.

**Recreation**

No significant impacts have been identified; no mitigation is necessary.

**Transportation**

Implementation of the following mitigation measures would ensure impacts are less than significant:  
TRANS-1, TRANS-2

**Tribal Cultural Resources**

No significant impacts have been identified; no mitigation is necessary.

**Utilities and Service Systems**

No significant impacts have been identified; no mitigation is necessary.

**Wildfire**

No significant impacts have been identified; no mitigation is necessary.

### 3. 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.

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

#### 4. 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.



Signature

June 22, 2021

Date

Hector Rojas, AICP, Planning Manager

Printed Name

## 5. Evaluation of Environmental Impacts

---

- (1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off site as well as on site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (4) "Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as explained in [5] below, may be cross-referenced).

*It is noted that many potential environmental impacts can be avoided or reduced through implementation of uniformly applied development policies, standards, or regulations – such as building and fire codes, design guidelines, a noise ordinance, a historic resource ordinance, a tree preservation ordinance, and other requirements that the lead agency applies uniformly toward all project proposals. Consistent with CEQA, these uniformly applied requirements are not distinguished as project-specific “mitigation measures,” primarily because they have already been adopted to avoid or reduce potential environmental impacts of all future project proposals, not only the particular project being evaluated at the moment.*

- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines section 15063[b][1][c]). In this case, a brief discussion should identify the following:
  - (a) Earlier Analysis Used. Identify and state where they are available for review.
  - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- (9) The explanation of each issue should identify:
  - (a) The significance criteria or threshold, if any, used to evaluate each question; and
  - (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

## 6. Issues

### 6.1 Aesthetics

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, Would the project:				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ("Glare" is defined in this EIR as the reflection of harsh bright light sufficient to cause physical discomfort or loss in visual performance and visibility.)			✓	

**Conclusion:** Regarding aesthetics, the proposed project would not result in any significant environmental impacts with the incorporation of Mitigation Measure VIS-1, which addresses light and glare.

#### **Documentation:**

**a. Less than Significant Impact.** The project would not have a substantial adverse effect on a scenic vista, as the site is located within a mixed commercial and industrial area, bordered on the west and south by light industrial and commercial properties (zoned M-SC/LI: Mixed – Service Commercial / Light Industrial) that support manufacturing, construction, and retail uses. To the east/southeast, across Pacheco Boulevard, the project site is surrounded by residential properties and one light industrial property (zoned M-NC/SC: Mixed – Neighborhood Commercial / Service Commercial). To the north, across Sunrise Drive, the project site is surrounded by residential properties that are outside of Martinez city limits (unincorporated). The City's General Plan designates specific visually sensitive lands and resources within the City. These include major visual gateways, hilltops, and ridges. Neither the project site nor surrounding properties are listed as visually sensitive lands per the City's General Plan.

Beginning approximately 300 feet southwest of the project site, there are two geographical features behind the project: a hillside and ridgeline with grasses, trees, and vegetation. The hillside is mostly

undeveloped, but the ridgeline feature is partially developed by the Contra Costa Water District (CCWD) with Midhill Reservoir and Pump Station. The CCWD facility is located on the ridge east of Heatherleaf Lane, approximately 650 feet west of the project.

The project does not involve development of the hillside or ridgeline; however, it would partially obstruct the view of the hillside from certain vantage points. Due to elevation and distance, the most prominent viewpoint of the hillside is from traffic travelling southbound on Highway 680, approximately 700 feet west of the project. Potential project views from this vantage point are depicted in visual renderings provided by the applicant; see Figure 13. The project buildings would be four stories high, 45 feet above grade. As shown in the rendering, a view of the hillside would be partially obstructed by the project structures. However, there are commercial and industrial buildings developed in between the hillside and this viewpoint, including a manufacturing building that is approximately 30 feet tall and which partially blocks view of the hillside. Although the project buildings exceed the 30-foot height standard detailed in the Municipal Code Section 22.16.200, taller buildings are allowed via approval and issuance of a Use Permit and Design Review by the City Planning Commission. Design Review approval is required to ensure compliance with Sections 22.34.04 through 22.34.070 of the City's Municipal Code regulating building design and development guidelines. Furthermore, the proposed project structures would be partially screened by existing and proposed trees from views at lower elevations; views such as the ones from residences off Pacheco Boulevard would be less evident due to intervening topography, trees, and vegetation.

The buildings proposed are contemporary in design with white, grey, and black primary colors, with green accents. The buildings would be built with a range of different materials, so as to provide visual variation, consisting of architectural metal paneling, stucco, and glazing. Building design is shown via elevations in Figures 5, 6, and 7. As mentioned, the project would be subject to review and approval by the City's Design Review procedures to ensure the project design is compatible with neighboring development and visual characteristics of the vicinity. The Planning Commission, through Design Review, would evaluate the proposed building elevations, colors, materials, landscaping, lighting, and grading for the project. Since there are no officially designated scenic views in the City of Martinez and the proposed building design would be subject to the City's Design Review and approval, the project would not have a substantial adverse effect on a scenic vista, and the impact resulting from the project would be less than significant.

- b. No Impact.** State Scenic Highways are designed by the California Department of Transportation (Caltrans) to promote the protection and enhancement of the natural scenic beauty of California's highways and adjacent corridors. There are no designated, or eligible for designation, State Scenic Highways within city limits.

The project site is located on a developed mixed commercial/industrial site in an urbanized area and contains no scenic resources such as significant trees or unique rock outcroppings. The proposed project would not substantially degrade scenic resources because the project is not visible from a designated state scenic highway or an identified scenic resource near the project site. As such, there would be no impact.

- c. Less than Significant Impact.** The project is located in an urbanized area, and public vantage points are accessed along Highway 680 to the east. These vantage points offer limited views to motorists due to an intervening hillside and ridgeline, as detailed in Section 6.1.a. Project buildout would

minimally obstruct these views of this hillside, which are fleeting to motorists traveling on Highway 680. The project site would be redeveloped with two four-story storage structures with a maximum height of 45 feet. Components of the proposed project include issuance of a Use Permit to allow this height, and Design Review approval to ensure the project is compatible with visual characteristics of the vicinity.

Per Figures 9 and 10, the project would include new landscaping features, including the planting of 18 new trees (oaks, willows, and elm) and groundcover, which would improve natural screening for the project site. In particular, the northern portion of the site, which is most visible from Highway 680, would receive landscaping improvements. In addition, the project site contains a slope and landscape maintenance easement that precludes development and requires vegetation maintenance on the eastern half of the project site. By adhering to the requirements of this easement, the project would preserve this portion of land, which totals approximately 3.15 acres, and thus support goals and policies for open space in the Martinez General Plan.

The project is within the boundaries of the John Muir Parkway Specific Plan, which is amended to the Martinez General Plan. As listed below, the Specific Plan has criteria that guide development, and the proposed project would not conflict with these criteria.

- 1.01: Conserve and enhance hillform where topography has been left in an essentially natural state or visually improve hillform by architectural, landscape, and earthwork improvements where topographic form has been substantially altered or scarred by grading or past use.
- 1.02: Grading and alteration of landform should be minimal; and the skyline ridges indicated in the Open Space and Conservation Element of the General Plan should be retained.
- 1.03: Major natural drainageways, riparian vegetation, and other existing treeforms should be retained and visually enhanced through appropriate landscaping and integration of park trail systems and other common open space uses.
- 1.04: Development should maximize and utilize long and short views(?) of major open space features such as Mount Diablo, the Carquinez Straits, and local hills.
- 1.05: Development should mitigate uncomfortable heat gain from developed building and paving surfaces by modulating the amount of parking area, and integrate islands of landscaping and trees to permit shading of asphalt surfaces while permitting cooling wind flow across the paved area.
- 1.06: Development should not adversely affect adjacent land uses.
- 1.07: Provide adequate onsite buffers for noise generated by the freeway especially through retention of existing hillforms, and consider offsite impacts and mitigation of noise impacts generated by the project.

The proposed project is located in an urbanized area, has a landscaping plan (for City review), includes a 3.15-acre undeveloped area, and is considered consistent with Martinez General Plan open space policies and the John Muir Specific Plan criteria listed above. The project would not interfere with views of skylines or major open space features and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. Also see items 6.1.a and 6.1.b, above. The impact would be less than significant.

- d. Less than Significant Impact.** Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from



unshielded or misdirected lighting sources, or by reflective surfaces (i.e., polished metal, window treatments).

Although the project would increase the overall light in the project vicinity, it is not anticipated to create readily detectable glare along the adjacent roads or surrounding residential uses because the site is naturally screened by intervening vegetation and topography to the north/east which is the direction of most surrounding residential uses. In addition, the project would be subject to Design Review, a City process established to evaluate the visual and aesthetic compatibility of projects, including project lighting, with the surrounding environment. Specifically, Martinez Municipal Code Section 22.34.045 requires projects to be found to have "...exterior lighting appropriately designed with respect to convenience, safety, and effect on occupants as well as neighbors...." The Planning Commission will review project lighting components in conjunction with the City's Design Review procedures and standards. Design Review will ensure: (1) exterior lighting will be low mounted, downward casting, and shielded to prevent glare; lighting shall not visually wash out structures or any portions of the site; and (2) all parking lot lights will be full cut off fixtures. With the site conditions described above and the City Design Review requirements established by Martinez Municipal Code, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The impact would be less than significant.

#### **References:**

Caltrans. Map Viewer website, "California Scenic Highways," Available at: <https://www.arcgis.com/home/webmap/viewer.html?layers=f0259b1ad0fe4093a5604c9b838a486a> (accessed July 26, 2020).

City of Martinez, 1973. General Plan, John Muir Parkway Specific Plan. Available at: <https://www.cityofmartinez.org/depts/planning/advance.asp> (accessed July 26, 2020).

Jordan Architects, Inc., February 26, 2019. View from I-680 Southbound.

Jordan Architects, Inc., February 26, 2019. Preliminary Elevations (sheets A.10, A.11, A.12).

PleinAire Design Group, February 08, 2019. Conceptual Landscape Plans (sheets CLP-01, CLP-02)

## 6.2 Agriculture and Forestry Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assess in impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. 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 51140 (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 conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

**Conclusion:** Regarding agriculture and forestry resources, the proposed project would have no impacts.

### **Documentation:**

- a. **No Impact.** The project site and vicinity are located within an established, developed urban area that does not allow agriculture or forest uses per the City's General Plan. The map of Important Farmland in California (2016) prepared by the Department of Conservation does not identify the project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is classified as "Urban and Built-Up-Land" which is described as "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." Because the project site is classified as Urban and Built-Up-Land, the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a

nonagricultural use. The project site is also designated and zoned for mixed-use commercial and industrial uses. As such, there would be no impact.

- b. No Impact.** No land within the City limits is zoned for agricultural use. The project site is zoned for mixed commercial and industrial usage. Section 22.32 of the Municipal Code allows the City to enter agricultural land conservation agreements under the California Land Conservation Act. Per Municipal Code, lands subject to these agreements must be zoned RF (Recreational Facilities District) OS (Open Space District), or U (Undesignated District). Because the project site is zoned for Mixed- Service Commercial / Limited Industrial, it would not be applicable to an agricultural land conservation agreement. Furthermore, the project site is not under Williamson Act contracts, nor would the project impact any lands under Williamson Act contracts. The proposed project would not impact existing zoning for agricultural use, or a Williamson Act contract, and no impact would occur.
- c. No Impact.** The project site and vicinity are located within an urban area, and there is no forest land or timberland located on or near the project site. The project site is surrounded by commercial, industrial, and residential uses. There would be no impact.
- d. No Impact.** The project site does not contain any forest land on site or nearby. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Project development would not impact forest land, and there would be no impact.
- e. No Impact.** Refer to Sections 6.2.a and 6.2.c. The project site is a currently partly developed site within an urbanized, industrial environment. None of the surrounding sites contain existing forest or agricultural uses. Development of the project would not change the existing environment in a manner that will result in the conversion of forest land to a non-forest land use or agricultural land to a non-agricultural use due to the existing mixed commercial/industrial land uses. Therefore, no impact would occur.

**References:**

California Department of Conservation, California Important Farmland Finder 2016. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed July 28, 2020).

## 6.3 Air Quality

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
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?			✓	

**Conclusion:** Regarding air quality, the proposed project would not result in any significant environmental impacts with the incorporation of Mitigation Measure AIR-1, which addresses fugitive dust emissions during project construction.

### **Documentation:**

- a. No Impact.** The proposed project would not conflict with nor obstruct implementation of the Bay Area Air Quality Management District (BAAQMD) *2017 Clean Air Plan*. The *2017 Clean Air Plan* includes increases in regional construction, area, mobile, and stationary source activities, and operations in its emission inventories and plans for achieving attainment of air quality standards. Chapter 5 of the *2017 Clean Air Plan* contains the BAAQMD's strategy for achieving the plan's climate and air quality goals. This control strategy is the backbone of the *2017 Clean Air Plan* (BAAQMD, 2017a).

The proposed project consists of developing a site current used for RV storage with a new, approximately 303,050 square foot self-storage facility upon full buildout, which would provide employment for approximately two to three people. The proposed project would not exceed the level of population or housing foreseen in city or regional planning efforts; therefore, it would not have the potential to substantially affect housing, employment, and population projections within the region, which are the basis of the *2017 Clean Air Plan* projections. The control measures in the *2017 Clean Air Plan* do not apply to the proposed project and, therefore, the proposed project would not conflict with the *2017 Clean Air Plan*. Furthermore, as described under b), below, the increase in regional emissions generated by the proposed Project would be less than the BAAQMD's emissions thresholds. No impact would occur.

- b. Less than Significant Impact.** The proposed project would generate both short-term construction emissions and long-term operational emissions through onsite operations associated with an RV

resort. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed BAAQMD-recommended criteria air pollutant thresholds after the implementation of Mitigation Measure AIR-1.

The proposed project is located within the San Francisco Bay Area Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the BAAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS (CAAQS) are more stringent than the national AAQS (NAAQS). The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and BAAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment. Air pollution levels are measured at monitoring stations located throughout the air basin.

Air pollution levels are measured at monitoring stations located throughout the air basin. Table 1, *San Francisco Bay Area Air Basin Attainment Status*, summarizes the Basin’s attainment status for the CAAQS and NAAQS.

**Table 1. San Francisco Bay Area Air Basin Attainment Status**

Pollutant	Averaging Time	Attainment Status <sup>(A)</sup>	
		CAAQS	NAAQS
O <sub>3</sub>	1-Hour	N	--
	8-Hour	N	N
PM <sub>10</sub>	24-Hour	N	U
	Annual Average	N	--
PM <sub>2.5</sub>	24-Hour	--	N
	Annual Average	N	A
CO	1-Hour	A	A
	8-Hour	A	A
NO <sub>2</sub>	1-Hour	A	U
	Annual Average	--	A
SO <sub>2</sub>	1-Hour	A	U
	24-Hour	A	--
Sulfates	24-Hour	A	--
Lead	1-Hour	U	--
Visibility Reducing Particles	24-Hour	--	--
Source: BAAQMD, 2017b. U.S. EPA, 2020			
(A) A= Attainment, N= Nonattainment, U=Unclassified.			

The proposed project would generate both short-term construction emissions and long-term operational emissions. The project's potential emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed the BAAQMD criteria air pollutant thresholds of significance.

**Construction Emissions:** The proposed project involves the construction of a new, approximately 303,050 square foot self-storage facility. The proposed project would be constructed in two phases, with the first phase anticipated to begin by January 2021, at the earliest. Phase 1 of project development would involve constructing Building A, an approximately 124,550 square foot, four-story structure. Building A would include a basement area, which would require approximately 22,000 cubic yards (CY) of soil to be exported from the site, after accounting for an excavation bulking factor. In addition to construction activities associated with Building A, the first phase of construction would also involve paving of the northern portion of the project site (i.e., the area in proximity of Building A). Phase 2 would, at the earliest, begin approximately one year after construction of Phase 1 has concluded, and involve the construction of Building B, an approximately 178,500 square foot four-story structure. Building B would also include a basement area and require the export of approximately 16,000 CY soil. Paving of the remaining site (i.e., the southern portion around Building B) would also occur during Phase 2. Both construction phases are anticipated to last approximately one-year based on CalEEMod default assumptions. Construction activities would cumulatively disturb approximately 2.98 acres. Both phases would include site preparation, grading, construction, paving, and architectural coating work.

The proposed project's potential construction emissions were estimated using CalEEMod, based on default assumptions, as shown in Table 2, *Construction Activity, Duration, and Typical Equipment*.

**Table 2. Construction Activity, Duration, and Typical Equipment (Both Phases)**

Construction Activity	Duration (days) <sup>(A)</sup>	Typical Equipment Used <sup>(B)</sup>
Site Preparation	2	Grader, Tractor/Loader/Backhoe
Grading	4	Grader, Dozer, Backhoe
Building Construction	200	Crane, Forklift, Generator, Backhoe, Welder
Paving	10	Cement Mixer, Paver, Roller, Backhoe
Architectural Coating	10	Air Compressor
Source: MIG, 2020 (See Appendix A).		
(A) Days refer to total active work days in the construction phase, not calendar days.		
(B) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each work day.		

The proposed project's maximum daily unmitigated construction emissions for both phases are shown below in Table 3, *Estimated Project Construction Criteria Air Pollutant Emissions*. Please refer to Appendix A for CalEEMod output files and detailed construction emissions assumptions.

**Table 3. Estimated Project Construction Criteria Air Pollutant Emissions**

Phase / Year	Pollutant Emissions (Tons per Year)						
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>		PM <sub>2.5</sub>	
				Dust <sup>(A)</sup>	Exhaust	Dust <sup>(A)</sup>	Exhaust
Phase 1 (2021)	0.9	1.7	<0.0 <sup>(B)</sup>	0.1	0.1	<0.0 <sup>(B)</sup>	0.1
Phase 2 (2023)	1.1	1.6	1.6	0.1	0.1	<0.0 <sup>(B)</sup>	0.1
Phase / Year	Pollutant Emissions (Average Pounds Per Day) <sup>(C)</sup>						
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>		PM <sub>2.5</sub>	
				Dust <sup>(A)</sup>	Exhaust	Dust <sup>(A)</sup>	Exhaust
Phase 1 (2021)	8.1	15.2	<0.0 <sup>(B)</sup>	1.0	0.7	0.3	0.7
Phase 2 (2023)	10.3	14.9	14.7	1.0	0.5	0.3	0.5
<b>BAAQMD Threshold</b>	<b>54</b>	<b>54</b>	<b>--</b>	<b>--</b>	<b>82</b>	<b>--</b>	<b>54</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
Source: BAAQMD 2017c and MIG, 2020 (See Appendix A).							
(A) For all projects, the BAAQMD recommends implementing eight basic construction best management practices (BMPs) to control fugitive dust from construction activities. The values presented in this tables reflect compliance the application of the BAAQMD's BMPs for controlling fugitive dust.							
(B) <0.0 does not mean zero; rather, it means less than 0.05, but greater than zero.							
(C) Both phases of construction anticipated to last approximately 10 months, based on (i.e., less than a year) and the BAAQMD's CEQA thresholds are based on an average daily emissions performance standard. Average daily emissions reflect 220 total construction days (i.e., 22 construction days per month for 10 months).							

As shown in Table 3, construction emissions associated with the proposed project would be below all BAAQMD significance thresholds for criteria air pollutant emissions; however, as indicated in the BAAQMD's *CEQA Guidelines*, fugitive dust emissions are considered potentially significant, regardless of the quantity of PM<sub>10</sub> or PM<sub>2.5</sub> emitted unless the BAAQMD's eight, recommended fugitive dust BMPs are implemented during construction activities (BAAQMD 2017c, pg. 8-4). Accordingly, Mitigation Measure AIR-1, is presented below to reduce fugitive dust emissions from the proposed project's construction activities.

**Impact AIR-1:** Project construction would result in fugitive dust emissions which, if not controlled pursuant to BAAQMD Guidance, could be significant.

**Mitigation Measure AIR-1:** To reduce fugitive dust that would be generated during project construction activities, the City and/or its designated contractors, contractor's representatives, or other appropriate personnel to implement the following BAAQMD basic dust control measures. The City shall ensure the Applicant includes these measures on all appropriate bid, contract, engineering, and site plan (e.g., building, grading, and improvement plans) documents.

- Water all exposed surfaces (e.g., staging areas, soil piles, graded areas, and unpaved access roads) two times per day during construction and adequately wet demolition surfaces to limit visible dust emissions.
- Cover all haul trucks transporting soil, sand, or other loose materials off the project site.
- Use wet power vacuum street sweepers at least once per day to remove all visible mud or dirt track-out onto adjacent public roads (dry power sweeping is prohibited) during construction of the proposed project.
- Vehicle speeds on unpaved roads/areas shall not exceed 15 miles per hour.
- Complete all areas to be paved as soon as possible and lay building pads as soon as possible after grading unless seeding or soil binders are used.
- Minimize idling time of diesel-powered construction equipment to five minutes and post signs reminding workers of this idling restriction at access points and equipment staging areas during construction of the proposed project.
- Maintain and properly tune all construction equipment in accordance with manufacturer's specifications and have a CARB-certified visible emissions evaluator check equipment prior to use at the site.
- Post a publicly visible sign with the name and telephone number of the construction contractor and City staff person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The publicly visible sign shall also include the contact phone number for the Bay Area Air Quality Management District to ensure compliance with applicable regulations.

**Operational Emissions:** Upon construction of Buildings A and B, the proposed project would function as a new, self-storage facility providing up to approximately 2,223 units. The operation of this land use would generate emissions of regulated air pollutants from:

- **Area Sources.** The proposed land use would generate emissions from small area sources, including landscaping equipment, and the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption.** The proposed land use would generate emissions from the combustion of natural gas in water and space heating / cooling equipment.
- **Mobile Sources.** The proposed project site would generate emissions from vehicles traveling to and from the project site.

The proposed project's operational emissions were estimated using CalEEMod. The operational emissions generated in CalEEMod are based on the project's full first year of operation under full buildout (presumed to be 2024 at the earliest) using default data assumptions provided by CalEEMod, with the following project-specific modifications:



- The default weekday and weekend trip generation rates for the self-storage facility was replaced with the trip generation rates contained in the Traffic Impact Analysis (TIA) prepared for the project by Abrams Associates. According to the TIA, the proposed project would generate approximately 458 trips per day (Abrams Associates, 2020).
- The default trip distances were adjusted downward to three (3) miles per trip. Self-storage facilities often serve the local population and do not generate trips from neighboring jurisdictions due to inconvenience. Parham Group, a self-storage consulting firm, has found that approximately 75% of tenants for self-storage facilities live or work within two (2) miles of their self-storage property (Parham Group, 2020). The City of Martinez is relatively developed and is served by nine, existing self-storage facilities within three miles of the project site. Therefore, it is likely that the proposed project will serve the existing community and not generate trips from distances that are further than three (3) miles from the project site, on average.

The proposed project's maximum daily unmitigated operational emissions are shown in Table 4, *Estimated Project Operational Criteria Air Pollutant Emissions*.

**Table 4. Estimated Project Operational Criteria Air Pollutant Emissions**

Source	Pollutant Emissions (Tons per Year)				
	ROG	NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	1.3	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>
Energy Demand	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>
Mobile Sources	0.1	0.3	0.7	0.2	<0.0 <sup>(A)</sup>
Total <sup>(B)</sup>	1.4	0.3	0.7	0.2	<0.0 <sup>(A)</sup>
<b>BAAQMD CEQA Threshold</b>	<b>10</b>	<b>10</b>	<b>--</b>	<b>15</b>	<b>10</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Source	Pollutant Emissions (Average Pounds per Day)				
	ROG	NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	7.4	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>
Energy Demand	<0.0 <sup>(A)</sup>	0.1	0.1	<0.0 <sup>(A)</sup>	<0.0 <sup>(A)</sup>
Mobile Sources	0.5	1.7	3.8	1.0	0.3
Total <sup>(B)(C)</sup>	7.8	1.8	3.9	1.0	0.3
<b>BAAQMD CEQA Threshold</b>	<b>54</b>	<b>54</b>	<b>--</b>	<b>82</b>	<b>54</b>
<b>Potentially Significant Impact?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
BAAQMD 2017c and MIG 2020. See Appendix A. (A) <0.0 does not mean emissions are zero; rather, it means emissions are greater than zero, but less than 0.05. (B) Totals may not equal due to rounding. (C) Average daily emissions are based on a 365-day calendar year.					

As shown in Table 4, operational criteria air pollutant emissions associated with the proposed project would be well below the BAAQMD regional thresholds. Therefore, operation of the proposed project would not generate operational-related emissions that exceed BAAQMD thresholds, and impacts would be less than significant.

- c. Less than Significant Impact.** Some populations are more susceptible to the effects of air pollution than the population at large; these populations are defined as sensitive air quality receptors. Sensitive

receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive air quality receptors in proximity of the project site include:

- Single-family homes approximately 150 feet northwest of the project site, on Weatherly Lane and Ranchita Lane;
- Single-family homes approximately 60 feet northeast of the project site, on Pacheco Boulevard and Katydid Court;<sup>1</sup>
- Single-family homes approximately 730 feet southwest of the project site, on Starflower Drive; and
- Multi-family residential dwelling units approximately 770 feet southeast of the project site, on Arnold Drive.

In addition to criteria air pollutants such as NO<sub>x</sub> (an ozone precursor), CO, PM<sub>10</sub>, and PM<sub>2.5</sub>, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) and toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPs, as well as diesel particulate matter (DPM) emissions from diesel-fueled engines and other substances, to be a TAC.

During project construction, the heavy-duty, diesel-powered, off-road construction equipment, as well as diesel-powered vendor and haul trucks, would emit DPM as part of their exhaust emissions; however, these emissions would not result in pollutant concentrations that could generate substantial adverse health risks to adjacent sensitive receptors for several reasons. First, as shown in Table 3, the proposed project's emissions would be below all BAAQMD construction emissions thresholds. Second, project construction emission activities would only occur intermittently, between the hours of 7 AM and 7 PM, Monday through Friday, and between the hours of 9 AM and 5 PM on Saturdays, Sundays, and holidays in accordance with Municipal Code Section 8.34.030(B)(6). The intermittent nature of project construction activities would provide time for emitted pollutants to disperse on an hourly and daily basis according to the prevailing wind in the area. Third, project construction would be split across two phases which, at a minimum, would be spaced out by approximately one year. Younger children are more susceptible to the adverse health effects of DPM exposure. Splitting project construction into two phases, would provide additional time for children to grow and become less sensitive to potential DPM concentrations. Finally, the proposed project would not disturb the entire project parcel, and most of the heavy-duty equipment operation would take place toward the western/southern portion of the site, approximately 280 feet or more from the closest sensitive receptor locations. Given the mobile nature of construction equipment, and the distance from where emissions would be emitted in relation to sensitive receptors, emissions would not expose the same receptor to pollutant concentrations continuously throughout the day, week, or construction-period as a whole. Finally, the proposed project would implement Mitigation Measure AIR-1, which would help reduce fugitive dust emissions. For these reasons, emission sources would be temporary, intermittent, and move throughout the approximately project site, and pollutants would have time and

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<sup>1</sup> Although the project site is approximately 60 feet from the nearest residential receptors northeast of the project site, construction activities and physical site development would take place approximately 200 feet from these receptors.

space to disperse before potentially reaching receptor locations. This impact would be less than significant.

- d. Less than Significant Impact.** Construction of the project would generate typical odors associated with construction activities, such fuel and oil odors, asphalt paving odors, and painting/coating odors. The odors generated by the project would be intermittent and localized in nature and would disperse quickly. Therefore, the project would not create objectionable odors affecting a substantial number of people. This impact would be less than significant.

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## 6.4 Biological Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on 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 native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

**Conclusion:** The project would not result in any significant environmental impacts to biological resources. The project site is a combination of a graveled and landscaped RV storage facility (approximately 2.77 acres) in the western part of the site and approximately 3.15 acres of undeveloped land in the eastern part of the site. The eastern portion is heavily vegetated and contains a concrete drainage ditch that traverses the five project parcels; no other infrastructure and no structures are on the eastern portion. Project construction activities, including grading and excavation, would occur in the existing storage lot area and adjacent ornamental landscape strip. Implementation of **Mitigation Measures BIO-1 and BIO-2** would reduce potential biological resource impacts of project activities to less than significant levels.

**Regulatory Environment:** The following describes the regulatory environment that supports the conclusions to the impact questions.

### **Special-Status Species Regulatory Framework**

**Federal Endangered Species Act (FESA):** The FESA establishes a broad public and federal interest in identifying, protecting, and providing for the recovery of threatened or endangered species. The Secretary of the Interior and the Secretary of Commerce are designated in FESA as responsible for identifying endangered and threatened species and their critical habitat, carrying out programs for the conservation of these species, and rendering opinions regarding the impact of proposed federal actions on listed species. The USFWS and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) are charged with implementing and enforcing the FESA. USFWS has authority over terrestrial and continental aquatic species, and NOAA Fisheries has authority over species that spend all or part of their life cycle at sea, such as salmonids. Section 9 of FESA prohibits the unlawful "take" of any listed fish or wildlife species. Take, as defined by FESA, means "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such action." USFWS's regulations define harm to mean "an act which actually kills or injures wildlife." Such an act "may include "significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering" (50 CFR § 17.3). Take can be permitted under FESA pursuant to sections 7 and 10. Section 7 provides a process for take permits for federal projects or projects subject to a federal permit, and Section 10 provides a process for incidental take permits for projects without a federal nexus. FESA does not extend the take prohibition to federally listed plants on private land, other than prohibiting the removal, damage, or destruction of such species in violation of state law.

**Critical Habitat:** Critical habitat is a term defined in the ESA as a specific geographic area that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. The ESA requires federal agencies to consult with the USFWS to conserve listed species on their lands and to ensure that any activities or projects they fund, authorize, or carry out will not jeopardize the survival of a threatened or endangered species. In consultation for those species with critical habitat, federal agencies must also ensure that their activities or projects do not adversely modify critical habitat to the point that it will no longer aid in the species' recovery. In many cases, this level of protection is similar to that already provided to species by the ESA jeopardy standard. However, areas that are currently unoccupied by the species but which are needed for the species' recovery are protected by the prohibition against adverse modification of critical habitat.

**Migratory Bird Treaty Act of 1918 (MBTA):** The Federal Migratory Bird Treaty Act (MBTA) (16 USC. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

**California Endangered Species Act (CESA):** Provisions of CESA protect state-listed threatened and endangered species. The California Department of Fish and Wildlife (CDFW) is charged with establishing a list of endangered and threatened species. CDFW regulates activities that may result in "take" of individuals (i.e., "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill"). Habitat degradation or modification is not expressly included in the definition of "take" under

the California Fish and Game Code, but CDFW has interpreted “take” to include the killing of a member of a species which is the proximate result of habitat modification.

California Fully Protected Species and Species of Special Concern: The classification of California “fully protected” (CFP) was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibians and reptiles at §5050, birds at §3503 and §3511, and mammals at §4150 and §4700) dealing with “fully protected” species state that these species “...may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with “fully protected” species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

California Species of Special Concern (CSC) are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required.

California Fish and Game Code Sections 3503 and 3513: Nesting birds, including raptors, are protected under California Fish and Game Code Section 3503, which reads, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” In addition, under California Fish and Game Code Section 3503.5, “it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto”. Passerines and non-passerine land birds are further protected under California Fish and Game Code 3513. As such, CDFW typically recommends surveys for nesting birds that could potentially be directly (e.g., actual removal of trees/vegetation) or indirectly (e.g., noise disturbance) impacted by project-related activities. Disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by CDFW.

Non-Game Mammals: Sections 4150-4155 of the California Fish and Game Code protects non-game mammals, including bats. Section 4150 states “A mammal occurring naturally in California that is not a game mammal, fully protected mammal, or fur-bearing mammal is a nongame mammal. A non-game mammal may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the commission”. The non-game mammals that may be taken or possessed are primarily those that cause crop or property damage. Bats are classified as a non-game mammal and are protected under California Fish and Game Code.

Native Plant Protection Act: The Native Plant Protection Act (NPPA) was created in 1977 with the intent to preserve, protect, and enhance rare and endangered plants in California (California Fish and Game

Code sections 1900 to 1913). The NPPA is administered by CDFW, which has the authority to designate native plants as endangered or rare and to protect them from “take.” CDFW maintains a list of plant species that have been officially classified as endangered, threatened or rare. These special-status plants have special protection under California law and projects that directly impact them may not qualify for a categorical exemption under CEQA guidelines.

### **Habitat-Level Regulatory Framework**

**Removal of Trees and Other Vegetation:** Construction grading and drainage shall not remove or disturb trees and other vegetation except in compliance with the City's best management practices for construction grading and drainage and the approved plans and specifications. Construction grading and drainage shall be conducted in compliance with the following requirements.

- a) The limits of work-related ground disturbance shall be clearly identified and delineated on the approved plans and specifications and defined and marked on the site to prevent damage to surrounding trees and other vegetation.
- b) Trees and other vegetation within the limits of work-related ground disturbance that are to be retained shall be identified and protected from damage by marking, fencing, or other measures.

### **Sensitive Natural Vegetation Community Regulatory Framework**

**California Fish and Game Code Section 1600-1603:** Streams, lakes, and riparian vegetation, as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code (CFGF). Any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake generally require a 1602 Lake and Streambed Alteration Agreement. The term “stream”, which includes creeks and rivers, is defined in the California Code of Regulations (“CCR”) as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life”. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife (CDFW 1994). Riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself” (CDFW 1994). In addition to impacts to jurisdictional streambeds, removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from the CDFW.

**Sensitive Natural Communities:** Sensitive natural communities are vegetation communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW (i.e., CNDDDB) or the USFWS. The CNDDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA California Code of Regulations (CCR): Title 14, Div. 6, Chap. 3, Appendix G.

### **Documentation:**

- a. **No Impact to Special-Status Plants.** No special-status plant species occur or have the potential to occur in the project area of disturbance because the project site is a developed RV storage facility and landscape strip with no natural habitat. It is unknown whether special-status plant species occur or have the potential to occur in the undeveloped eastern portion of the project site. Project activities in the northern portion of the site would be limited to constructing a bioretention area in the location of the existing graveled storage lot. Construction of the bioretention area would include the excavation of existing gravel and underlying soils, the installation of bioretention system features, and the planting of approximately six new trees, which would include Desert willow or species from the City's approved tree species list, and groundcover species. Project activities in the eastern portion of the project site would be limited to planting approximately 18 new trees, which would include Coast live oak or species from the City's approved tree species list, to visually screen project buildings. Project activities in the landscape strip would include constructing two new driveways and planting new ornamental vegetation (see Figure 4 for the Preliminary Site Plan – Phase 2 and Figures 9 and 10 for the Conceptual Landscape Plan). In addition, the project would maintain an existing landscaping and slope maintenance easement on the eastern portion of the project site to maintain the existing naturalistic conditions of the undeveloped area. Project activities are not anticipated to impact special-status plant species.

**Less than Significant with Mitigation Incorporated to Special-Status and Other Protected Wildlife.** No special-status bird species have the potential to nest in the existing RV storage lot due to lack of habitat. However, there is potential for special-status and non-special status species to nest and forage in the undeveloped land in the eastern part of the project site and in the existing ornamental trees in the landscape strip bounding the RV storage facility to the west. The project proposes to retain all existing healthy trees in the eastern part of the project site. The project also proposes to retain all healthy trees in the landscape strip bordering Sunrise Drive. Per the project's Traffic Impact Analysis (TIA) conducted by Abrams Associates, tree removal would not be needed to ensure adequate site lines for motorists and pedestrians. However, allowances may be made in that trees in the landscape strip may be removed for the construction of the two new driveways. Compliance with Section 8.08.070 (Street Tree Removal) of the City Code would ensure any trees removed from the landscape strip for driveway construction are replaced, if required. The project operator will be required to implement **Mitigation Measure TRANS-1** (see Section 6.17, Transportation) to ensure all trees adjacent to project driveways are kept limbed up to at least eight feet and all adjacent groundcover trimmed to be no higher than two feet. Implementation of **Mitigation Measures BIO-1 and BIO-2** would be required to reduce potential impacts to nesting and foraging birds to a less than significant level. A description of onsite resources and mitigation measures follows.

Project Site Plant Communities and Associated Wildlife Habitats:

The project site contains a mixture of developed and undeveloped land. No site-specific surveys have been conducted on site.

**Developed Land** (2.77 acres). The western portion of the project site consists of developed area. The developed area is a graveled RV storage lot with two small trailer structures, two paved driveways, fencing, a concrete masonry wall, and ornamental landscaping in a landscape strip along Sunrise Drive.

**Undeveloped Land** (3.15 acres). This area occurs in the eastern portion of the project site, with a small portion wrapping around the northern bend of the existing RV storage lot. It is heavily



vegetated with grasses, shrubs, and trees. This portion of the site is predominantly undisturbed except for an existing concrete drainage ditch that extends from adjacent non-project parcels to the southeast to an existing storm drainpipe under Sunrise Drive to the northwest. The project would be subject to an existing landscaping and slope maintenance easement on this part of the project site that obligates the property owners to maintain landscaping. The project would not impact the vegetation, including trees, in the eastern part of the project site.

Special-Status Species with Potential to Occur on Project Site:

Special-status plants are defined here to include: (1) plants that are federal- or state-listed as rare, threatened or endangered, (2) federal and state candidates for listing, (3) plants assigned a Rank of 1 through 4 by the CNPS Inventory, and (4) plants that qualify under the definition of "rare" in the California Environmental Quality Act, section 15380. Special-status wildlife species include those species listed as endangered or threatened under the FESA or CESA; candidates for listing by the USFWS or CDFW; California fully protected and species of special concern; non-game mammals protected by Sections 4150-4155 of the CFGC; and nesting birds protected by the CDFW under CFGC Sections 3503 and 3513.

The project site is a combination of developed land and vegetated undeveloped land. There is no existing habitat nor are there resources to support special-status plant or wildlife species in the RV storage facility occupying the western part of the project site. The trees and shrubs in the undeveloped eastern part of the project site and in the landscape strip bordering the RV storage lot to the west may provide potential nesting habitat for special-status avian species, including resident and migratory songbird and raptor species. Nesting birds may nest within trees, shrubs, and shallow scrapes on bare ground on the project site.

Other Protected Nesting Birds:

Vegetation in the eastern part of the project site and in the landscape strip may provide suitable nesting habitat for common resident and passerine and raptor species. Nesting birds may nest within trees, shrubs, and shallow scrapes on bare ground on the project site. Most actively nesting birds are protected under the CFGC.

While project activities in the eastern part of the project site are limited to planting new trees to visually screen project structures, the project proposes major grading and excavation activities in the location of the existing RV storage facility occupying the western part of the project site. The project also proposes to disturb the landscape strip on site by constructing two new driveways. The project applicant intends to retain the existing trees in the landscape strip, though the project may include the removal of trees for the two new driveways. Noise and vibrations from construction activities may potentially result in direct (i.e., loss of viable eggs and death or injury of young) and indirect (i.e., nest abandonment and disruption of foraging activities) impacts to nesting songbirds and raptors. If construction activities occur during the avian breeding season (generally February to August), injury to individuals or nest abandonment could occur. The loss of an active nest of common or special-status bird species would be considered a violation of Fish and Game Code sections 3503, 3503.5, and 3513.

Without mitigation, the loss of or disturbance to an active nest of common or special-status bird species as a result of project construction may constitute a significant impact. Overall, project activities are not anticipated to directly impact special-status plant or wildlife species or habitat through removal of habitat or the "take" of species; however, temporary construction activities

may potentially adversely impact special-status and other protected nesting birds in the eastern part of the project site and in the landscape strip. Impact avoidance, minimization, and mitigation measures below would reduce potential impacts to less than significant levels.

**Mitigation Measure BIO-1: Nesting Bird Avoidance or Conduct Preconstruction Surveys.** If construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds, a focused survey for active nests of such birds shall be conducted by a qualified biologist within seven (7) days prior to the beginning of project-related activities. The results of the survey shall be sent to the City of Martinez prior to the start of project activities. The minimum survey radii surrounding the work area shall be the following: 1) 250 feet for passerines; 2) 500 feet for other small raptors such as accipiters (small, short-winged hawks); and 3) 1,000 feet for larger raptors such as buteos (large, broad-winged hawks). Nesting seasons are typically defined as follows: 1) March 15 to August 30 for smaller bird species such as passerines; and 2) February 15 to August 30 for raptors.

The following measures shall be taken to avoid potential inadvertent destruction or disturbance of nesting birds on and near the project site as a result of construction-related vegetation removal and site disturbance:

- a) To avoid impacts to nesting birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (generally prior to February 1 or after August 31). Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest.
- b) If construction-related activities are scheduled to occur during the nesting season (generally February 1 through August 31), a qualified biologist shall conduct a habitat assessment and preconstruction nesting survey for nesting bird species no more than seven (7) days prior to initiation of work. A qualified wildlife biologist is an individual who possesses, at a minimum, a bachelor's or advanced degree, from an accredited university, with a major in biology, zoology, wildlife biology, natural resources science, or a closely related scientific discipline, at least two years of field experience in the biology and natural history of local plant, fish, and wildlife resources present at the development site, and knowledge of state and federal laws regarding the protection of sensitive and endangered species. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures of birds known to nest in the project site. Surveys shall be conducted at the appropriate times of day during periods of peak activity (i.e., early morning or dusk) and shall be of sufficient duration to observe movement patterns. Surveys shall be conducted within the project area and 250 feet of the construction limits for nesting non-raptors and 1,000 feet for nesting raptors, as feasible. If the survey area is found to be absent of nesting birds, no further mitigation would be required. However, if project activities are delayed by more than seven (7) days, an additional nesting bird survey shall be performed.
- c) If pre-construction nesting bird surveys result in the location of active nests, no site disturbance (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within the buffer zone established under BIO-2. Monitoring, by a qualified biologist, shall be required to ensure compliance with the relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. Active nests found inside the limits of the buffer zones or nests within the vicinity of the project site showing signs of

distress from project activity, as determined by the qualified biologist, shall be monitored daily during the duration of the project for changes in breeding behavior. If changes in behavior are observed (e.g., distress, disruptions), the buffer shall be immediately adjusted by the qualified biologist until no further interruptions to breeding behavior are detected. The nest protection buffers may be reduced if the qualified biologist determines in compliance with CDFW permit requirements (if any) that construction activities would not be likely to adversely affect the nest. If buffers are reduced, twice weekly monitoring may need to be conducted to confirm that construction activity is not resulting in detectable adverse effects on nesting birds or their young. The qualified biologist may implement an alternative monitoring schedule depending on the construction activity, season, and species potentially subject to impact, subject to compliance with CDFW permits (if any). Construction shall not commence within the prescribed buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use. A report of the findings will be prepared by a qualified biologist and submitted to the City prior to the initiation of construction-related activities that have the potential to disturb any active nests during the nesting season.

- d) City staff will not issue permits for ground disturbing activities until after the site has been surveyed by a qualified biologist to ensure that no active nest disturbance or destruction will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance.

**Mitigation Measure BIO-2: Active Nest Buffer.** The applicant shall designate active nests as “Ecologically Sensitive Areas” (ESA) and protect the nest (while occupied) during project activities with the establishment of a fence barrier surrounding the nest site.

- a) Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the qualified biologist. The buffer distances should be specified to protect the bird’s normal behavior to prevent nesting failure or abandonment.
- b) The qualified biologist shall have authority to order the cessation of all nearby project activities if the nesting birds exhibit abnormal behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established.
- c) Typical protective buffers between each identified nest site and construction site are as follows: 1) 300 feet for hawks, owls and eagles; 2) 50 feet for passerines.
- d) The qualified biologist shall monitor the behavior of the birds (e.g., adults and young, when present) at the nest site to ensure that they are not disturbed by project activities.
- e) Nest monitoring shall continue during project work until the young have completely left the nest site, as determined by the qualified biologist.
- f) No habitat removal or modification shall occur within the ESA-fenced nest zone until the young have fully fledged and will no longer be adversely affected by the project.

**b. No Impact.** No riparian habitat or other sensitive natural vegetation communities occur on site.

**c. No Impact.** The proposed project does not contain any state or federally jurisdictional features or protected wetlands (USFWS 2020).

**d. No Impact.** No designated wildlife migration corridors are present on the project site. The project site is a combination of an RV storage facility enclosed by fencing and a concrete masonry wall and heavily vegetated, undeveloped land. Localized movements of common, non-status wildlife may

occur through the project site and neighboring habitats, but no major migrations are expected to occur across the project site. Surrounding uses are primarily developed with major roads and highways, commercial and industrial facilities, and residential development. The project site is separated by approximately 315 feet from the nearest City of Martinez General Plan-designated Open Space land use area located downslope of the Contra Costa Water District's Midhill Reservoir and Pump Station (City of Martinez 2018). One barrier to species migration in the vicinity is Highway 680 located approximately 700 feet east of the project site. The high level of development and limited open space area on surrounding parcels makes the project site an unlikely option for wildlife migrations.

The project site does not function as a wildlife habitat linkage or movement corridor, nor would project implementation adversely affect any offsite designated wildlife habitat linkage or movement corridor. Regional movement of common wildlife species through the project site is limited due to surrounding development. In addition, the project site does not support any native wildlife nursery sites. Therefore, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. As a result, construction and operation of the project is not expected to substantially affect breeding productivity or population viability of any common species or cause a change in species diversity locally or regionally.

- e. **No Impact.** The City of Martinez protects all oak trees and indigenous trees measuring 20 inches or larger in circumference (approximately 6.5 inches in diameter) measured 4.5 feet from ground level (Martinez City Code Chapter 8.12 – Trees on Private Property—Preservation, Protection and Removal, Section 8.12.020). The project applicant intends to retain all mature trees on the project site; however, construction of the two new driveways may necessitate the removal of mature trees in the landscape strip bordering the RV storage lot to the west. The existing trees in the landscape strip are ornamental species and are not included in the list of tree species protected under City Code. The project does not propose the removal of any trees protected under the City's tree preservation policies.
- f. **No Impact.** The project site is not located within the plan area of any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state Habitat Conservation Plan.

### **References:**

Abrams Associates, September 25, 2020. Traffic Impact Analysis Sunrise Self Storage Project.

City of Martinez. 2018. "Existing General Plan Land Use Map." Available at: <https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=17139> (accessed August 17, 2020).

Google Inc. 2020. Google Earth Pro (Version 7.3.3.7786). Available at: earth.google.com (accessed July 31, 2020).

United States Fish and Wildlife Service. 2020. "National Wetlands Inventory." Available at: <https://www.fws.gov/wetlands/data/Mapper.html> (accessed July 31, 2020).

## 6.5 Cultural Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines §15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

**Conclusion:** Regarding cultural resources, the proposed project would not result in any significant environmental impacts with the incorporation of Mitigation Measure CUL-1, which addresses archaeological resources.

### **Documentation:**

**a. No Impact.** MIG, Inc. commissioned a cultural resources records search through the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC). The NWIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official State repository of cultural resource records and reports for Contra Costa County. Results were returned to MIG in September 2020. No previously identified cultural resources were identified in the CHRIS search as being within the project site. Thirteen (13) cultural resources have been recorded within a professionally recognized search area (the actual locations are not given here, to protect the confidentiality of the resources). The 13 cultural resources are summarized in the table below:

**Table 5. Cultural Resources within 0.5 Miles of the Project Area**

CHRIS Number	Site Name	Site Type	Period of Significance
P-07-002039	Hidden Valley Cemetery	Site	Historic
P-07-002040	250 Myers Lane	Building	Historic
P-07-002041	55 Rutherford Lane	Building	Historic
P-07-002042	4941 Pacheco Road	Building	Historic
P-07-002043	4931 Pacheco Blvd	Building	Historic
P-07-002044	4630 Pacheco Blvd	Building	Historic
P-07-002045	4602 Pacheco Blvd	Building	Historic
P-07-002046	Vinehill Underpass, Bridge # 28C-86	Structure	Historic
P-07-002673	4755 Pacheco Blvd.	Building, Structure	Historic
P-07-002689	4781 Pacheco Blvd.	Building, Structure	Historic

P-07-002695	Contra Costa Canal	Structure	Historic
Confidential	Confidential	Confidential	Prehistoric, Historic
Confidential	Confidential	Confidential	Historic

Of these 13 resources, six are listed as a building from a historic period, two are historic structures (a bridge and a canal), two are historic buildings with ancillary structures, one is a cemetery, and two are confidential locations. All 13 of these resources are outside of the site boundary and would not be impacted by the proposed project.

A search of the National Register of Historic Places, California Points of Historical Interest, and California Historical Landmarks digital archives failed to reveal any resources on the project site. Within 0.5 miles of the project site only one landmark was identified, California Landmark 722 (Site of The Murder of Dr. John Marsh), which is located approximately 0.45 miles north of the project site. Furthermore, a search via Five Views: An Ethnic Historic Site Survey for California (California Department of Parks and Recreation, and Office of Historic Preservation 1988) failed to reveal historic sites on the project site or in the vicinity.

There are no permanent built environment historic resources on the project site. The temporary trailers on site do not meet criteria for inclusion on a historic register. Additionally, there is no evidence that the temporary trailers are connected with famous historic people or events in history. Therefore, the structures are not considered eligible for inclusion in the California Register of Historic Resources (CRHR). The existing structures are not considered a historic resource under CEQA, and there would be no impact.

The project site does not contain historic buildings or structures identified in the CHRIS search, or on a local, State, or national register of historic resources. Therefore, the proposed project would have no impact on known historic resources or built environments.

- b. Less than Significant with Mitigation Incorporated.** The cultural resources records search results conducted by the NWIC indicate there are no archaeological resources (prehistoric or historic) located within the project's boundaries. There is one historic period archaeological resource located nearby (the actual location is not given here, to protect the confidentiality of the resource).

A Sacred Lands File (SLF) Search was requested for the project and was returned by the NAHC on August 6, 2020, with negative results. The Native American Heritage Commission (NAHC) provided contact information for tribal representatives and recommended that MIG contact the representatives for any additional information they may have regarding the project area. None of the tribes replied to MIG's scoping letters, with the exception of the Wilton Rancheria, who requested AB52 consultation. MIG forwarded the message onto the City. MIG requested additional information regarding potential resources and provided additional information regarding the project. The tribe reviewed the information, withdrew the AB52 request, and stated that the tribe had no concern with the project.

MIG Archaeologist Robert Templar visited the project site on September 21, 2020 to conduct a reconnaissance site survey for cultural resources. The site visit confirmed that the RV/storage lots had no soils showing on the surface, so there was no potential for discovery in this area. The sidewalk

and associated undeveloped land on site were surveyed in a single transect. The undeveloped western part of the project site was walked in three transects. No archaeological resources were discovered during the site visit.

Based on the results of the SLF search and Native American outreach, although no specific resources were discovered, cultural resources could be present and project excavation could result in the discovery of prehistoric archaeological resources. In the event that project ground-disturbing activities disturb, damage, or destroy previously unknown buried prehistoric features, sites or artifacts, a significant impact could occur. Implementation of Mitigation Measure CUL-1 would reduce potential impacts to undiscovered archeological resources to a less than significant level.

**Mitigation Measure CUL-1: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.

Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource, along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center.

- c. **Less than Significant Impact.** No burial sites are known on the project site. Hidden Valley Cemetery, also known as Pacheco Cemetery and Crematory, IOOF Cemetery, and Odd Fellows Cemetery, is a historic period cemetery located approximately 0.25 miles east of the project site. It has clearly defined boundaries and no potential for remains associated with the cemetery to be found outside the cemetery. Additionally, background research failed to show any evidence for the presence of burials, either historic or prehistoric, on the project site. In the event of accidental discovery, adherence to existing laws and regulations (California Health and Safety Code, Sections 7050 and 7052; Chapter 10 of Part 3 of Division 2 of Title 3 of the California Government Code; and Section 5097.98 of the California Public Resources Code) would ensure that any human remains would be protected. The impact would be less than significant.

**References:**

Kroeber, A.L. 1976. Handbook of the Indians of California. Dover Publications Inc. New York. (Originally Published 1925)

Mayberry, Mariah, 2020. Wilton Rancheria Tribe, Personal Communication. August 11, 2020 – September 10, 2020.

National Park Service 1988. Five Views: An Ethnic Historic Site Survey for California. Available at: [https://www.nps.gov/parkhistory/online\\_books/5views/5views.htm](https://www.nps.gov/parkhistory/online_books/5views/5views.htm) (accessed August 26, 2020).

National Park Service, 2020. National Register of Historic Places Digital Archive on NPGallery. Available at: <https://npgallery.nps.gov/NRHP/AdvancedSearch/> (accessed August 26, 2020).

Native American Heritage Commission. Sacred Lands File Search, 2020. Martinez Self Storage (MIG 10859) Project, Contra Costa County. Unpublished letter kept on file with NAHC and MIG, Inc.

Northwest Information Center (NWIC) 2020. California Historical Resources Information System (CHRIS) search, NWIC File No. 20-0238. Unpublished document not available for public release; on file with NWIC and MIG, Inc.



## 6.6 Energy Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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?			✓	

**Conclusion:** Regarding energy resources, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with the California Air Resources Board's (CARB's) airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary and needed to conduct development activities, it would not be wasteful or inefficient. Due to energy efficiency standards being improved over time, the proposed structures at the project site would be far more efficient than many of the other buildings operating within the city, which were constructed to prior building / energy code standards. For example, the 2019 Building Energy Efficiency Standards are approximately 30 percent more efficient than the 2016 standards for non-residential development.

As estimated in CalEEMod, the proposed project is estimated to consume approximately 967,230 kWh of electricity and 421,239 kBTU on an annual basis. Although more electricity and natural gas would be consumed on an annual basis compared to the existing land use (e.g., an RV storage site), the proposed self-storage buildings would use the energy in an efficient manner and would serve a larger subset of the population in Martinez. The proposed project could also generate more vehicle trips at the site; however, as discussed under Section 6.3, the City of Martinez is served by nine other self-storage facilities in the area and trips to and from the site would likely be a diversion of existing trips (i.e., residents would use the facility, because it is closer to them and more convenient), which could possibly reduce overall VMT in the City and, therefore, the fuel consumed by the vehicles, too. As such, the proposed project's energy consumption would not be wasteful, inefficient, or unnecessary. This impact would be less than significant.

**b. Less than Significant Impact.** The proposed project would not conflict with nor obstruct a State or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed under response a), the proposed self-storage buildings would be constructed to the latest CALGreen Code, which would make them more energy efficient than most of the other,

existing buildings in the city. Furthermore, the proposed project would not conflict with the City's Climate Action Plan (CAP), since many of the actions in the CAP consist of items the City will pursue (see Section 6.8, Greenhouse Gas Emissions) and do not apply specifically to the project. This impact would be less than significant.

**References:**

California Green Building Standards Commission (CalGreen), 2019. Section 5.201. Available at: <https://up.codes/viewer/california/ca-green-code-2019/chapter/5/nonresidential-mandatory-measures#5.201> (accessed October 7, 2020).

## 6.7 Geology and Soils

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				✓
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 offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?		✓		
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?		✓		

**Conclusion:** Regarding geology and soils, the proposed project would not result in any significant environmental impacts with the incorporation of Mitigation Measure GEO-1, which addresses storm water control.

**Documentation:**

- ai. No Impact.** According to the California Geologic Survey's (CGS), the proposed project site is not located in an Alquist-Priolo fault zone (CGS 2020a). There would be no impact.
- aii. Less than Significant Impact.** Much of the region is subject to seismic shaking that results from earthquakes along the San Andreas Fault Zone System. Predicting seismic events is not possible, nor is providing mitigation that can entirely reduce the potential for injury and damage that could occur

during a seismic event. However, by applying geotechnical evaluation techniques and appropriate engineering practices, potential injury and damage from seismic activity can be diminished by exposing fewer people and less property to the effects of a major earthquake. The design and construction of new structures are subject to engineering standards of the California Building Code (CBC), which consider soil properties, seismic shaking, and foundation type.

All construction activities must meet the California Building Code regulations for seismic safety. Construction plans would be subject to review and approval of the City prior to the issuance of a building permit, and the project would be subject to inspection by the City prior to the issuance of an occupancy permit. Standard conditions of approval require that building permits be obtained for all construction and that the project meet all standard seismic and soil test/compaction requirements. Therefore, the potential impact from strong seismic ground shaking would be less than significant.

- a.iii. Less than Significant Impact.** Strong ground shaking can result in liquefaction, the sudden loss of shear strength in saturated sandy material, resulting in ground failure and displacement. According to the Association of Bay Area Governments (ABAG), the project site is located in an area that has very low and low liquefaction potential (ABAG 2020). Impacts from liquefaction and ground failure would be less than significant.
- a.iv. Less than Significant Impact.** The urban and developed areas of Martinez are characterized by flat land and land with gradual to moderate slopes. In areas underlain by weak or unconsolidated earth materials, landslides are a hazard. The RV storage facility is located on mostly flat land with gradual south to north upward slope. The undeveloped portion of the project site strongly slopes west to east from the concrete masonry wall lining the eastern boundary of the RV storage facility to Pacheco Boulevard. According to ABAG's Hazard Viewer Map (ABAG 2020), the proposed project site is located in an area susceptible to landslides.

See Section 6.7 (a.ii) above. The design and construction of new structures are subject to engineering standards of the California Building Code (CBC), which consider soil properties, seismic shaking, and foundation type. Construction plans would be subject to review and approval of the City prior to the issuance of a building permit, and the project would be subject to inspection by the City prior to the issuance of a certificate of occupancy. Standard conditions of approval require that building permits be obtained for all construction and that the project meet all standard seismic and soil test/compaction requirements. Adherence to CBC standards and standard conditions of approval would reduce potential injury and damage to people and property from seismic activity. Therefore, the potential impact from landslides would be less than significant.

- b. Less than Significant with Mitigation Incorporated.** The project includes grading consisting of approximately 38,000 cubic yards of cut and 2,000 cubic yards of fill on a previously disturbed site (see Figure 11 Preliminary Grading Plan in Section 1.9). It is anticipated that grading would be imbalanced, resulting in 36,000 cubic yards of excess cut material that would be hauled off site. Project grading activities require the issuance of a grading permit. Improper grading, both during and post-construction, has the potential to increase the volume of runoff from a site and subsequently increase erosion. Increased runoff and soil erosion on site and off site could adversely impact downslope water quality. The potential soil erosion impact of the project would be less than significant with incorporation of **Mitigation Measures GEO-1**.

**Mitigation Measure GEO-1: Finalize the Storm Water Control Plan.** The applicant shall submit a finalized Storm Water Control Plan prepared by a qualified registered professional engineer or a storm water pollution prevention plan developed as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during construction, including run-off control, sediment control, and pollution control measures for the entire site to prevent discharge of sediment and contaminants into the drainage system. The Plan shall include the following measures as applicable:

- a) Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas, and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.
- b) All drainage ways shall be protected from silt and sediment in storm runoff using appropriate best management practices (BMPs) such as silt fences, diversion berms, and check dams. Fill slopes shall be stabilized and covered. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with hay mulch and/or erosion control blankets.
- c) All erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15th. Erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15th. The applicant shall be responsible for notifying construction contractors about erosion control requirement.
- d) Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas; minimizing disturbance on slopes exceeding 30 percent; using berms, swales, ditches, vegetative filter strips, and catch basins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover.
- e) The applicant will also develop an inspection program to evaluate if there is any significant onsite erosion as a result of the rainfall. If there are problem areas at the site, recommendations will be made to improve methods to manage onsite erosion.

- c. **Less than Significant with Mitigation Incorporated.** The parcel is subject to seismic shaking, and a discussion of impacts related to landslides and liquefaction is in Section 6.7 (aii, aiv). Lateral spreading occurs when soils liquefy during an earthquake event and the liquefied soils along with the overlying soils move laterally to unconfined spaces causing horizontal ground displacements. In the low probability event that onsite soil is saturated at the time of a fault rupture, there is low potential for the isolated layer of overlying soils on site to liquefy and result in lateral spreading.

The project site contains gradually sloping terrain in its western portion and strongly sloping terrain in its eastern portion. Strongly sloping terrain in the eastern portion of the project site may increase the potential for onsite subsidence; however, the probability of onsite subsidence is reduced because the project would not use a well. Incorporation of **Mitigation Measure GEO-1**, in addition to compliance with CBC and Occupational Safety and Health Administration (OSHA) regulations, would reduce the impact to a less than significant level.

- d. **Less than Significant with Mitigation Incorporated.** The project site has shallow to moderately deep soils consisting of loam and clay loam. Onsite soil types are categorized as Hydrologic Soil Group D by the USDA Natural Resource Conservation Service (NRCS). The NRCS (2020) maps the project's soils as Los Osos clay loam (15 to 30 percent slopes) and Positas loam (2 to 9 percent slopes). Los Osos clay loam is typically underlain by bedrock at depths of 32 to 42 inches. Group D soils typically have very low infiltration rates and high runoff potential. They consist mostly of shallow clay soils with high swelling potential, a permanent high water table, a clay layer at or near the surface, and underlying impervious material.

Project construction and grading activities must be conducted in compliance with the California Building Code and City Code Section 15.04.050 (Appendix Chapter J Amended – Excavation and Grading). Compliance with all applicable construction and grading regulations and the implementation of **Mitigation Measure GEO-1** would reduce the impact to life and property created from soil expansion to a less than significant level.

- e. **No Impact.** The proposed project is within City boundaries and would be served by a public sewer system. The project does not include installation of septic tanks or alternate wastewater disposal systems.
- f. **Less than Significant with Mitigation Incorporated.** The site is in a developed area and the presence of, or potential for, unique geological features is unlikely. There would likely be no impact to unique geologic features. The U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey indicates the surficial soils on the project site are comprised of Los Osos clay loam and Positas loam (NRCS 2020). The Los Osos soil series contains soils that are well-drained and typically occur on hills and uplands. The Positas soil series contains soils that are moderately well drained and typically occur on stream terraces and terrace side slopes.

An examination of the Geologic Map of California indicates that the project area is comprised of Tertiary period sedimentary rocks, including Paleocene marine sandstone, shale and conglomerate materials that are mostly well consolidated (CGS 2020b). Further, according to the *Contra Costa County General Plan 2005 – 2020 Safety Element* (2005), the project area is characterized by Tertiary sedimentary formations of hard marine sandstone and shale overlain by softer, non-marine geologic units of the Pliocene epoch. According to the National Cooperative Soil Survey (NCSS), Positas series soils are formed in alluvial materials from mixed rock sources, and Los Osos series soils are formed from material weathered from sandstone and shale (NCSS 2020). Therefore, the surficial Positas loam soils on site likely formed from alluvial materials, while the surficial Los Osos clay loam on site likely formed from sandstone and shale materials.

Development of the project site would disturb previously undisturbed soils. While the likelihood of paleontological resources to be located on the project site is currently unknown, fossilized materials are often located in sedimentary rock. Therefore, the underlying geology of hard sandstone and shale at the project site has a high potential to yield fossilized material. In addition, the younger, non-marine overlying deposits on site may yield fossilized materials at lower depths. Potential impacts to paleontological resources from project ground-disturbing activities would be less than significant with the incorporation of **Mitigation Measure GEO-2**.

**Mitigation Measure GEO-2: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** If paleontological resources are unearthed

during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource, along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. Paleontological monitoring may be required and will be outlined in the treatment plan.

### **References:**

Association of Bay Area Governments. 2020. "MTC/ABAG Hazard Viewer Map." Available at: <https://mtc.maps.arcgis.com/apps/webappviewer/index.html?id=4a6f3f1259df42eab29b35dfcd086fc8> (accessed July 31, 2020).

California Geological Survey. 2020a. "Earthquake Zones of Required Investigation." Available at: <https://maps.conservation.ca.gov/cgs/EQZApp/app/> (accessed July 31, 2020).

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## 6.8 Greenhouse Gas Emissions

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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?			✓	

**Conclusion:** Regarding greenhouse gas emissions, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). The six most common GHGs are listed below.

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

GHGs that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants, as previously discussed in Section 6.3, Air Quality, because climate change is global in scale, both in terms of causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, which affects climate regulation and results a changing climate globally. Examples of the effects of global climate change include rising temperatures, increased severe weather events such as drought and flooding.

GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO<sub>2</sub>, which has a GWP of one. By comparison, CH<sub>4</sub> has a GWP of 25, which means that one molecule of CH<sub>4</sub> has 25 times the effect on global warming as one molecule of CO<sub>2</sub>. Multiplying the estimated emissions for non-CO<sub>2</sub> GHGs by their GWP determines their carbon dioxide equivalent (CO<sub>2</sub>e), which enables a project's combined global warming potential to be expressed in terms of mass CO<sub>2</sub> emissions. Most often, GHG emissions associated with projects are referred to in terms of metric tons of CO<sub>2</sub>e, or MTCO<sub>2</sub>e.

In 1997, the United Nations' Kyoto Protocol was adopted in Kyoto, Japan, establishing an international treaty that set targets for reductions in emissions of four specific GHGs – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and SF<sub>6</sub> – and two groups of gases – HFCs and PFCs. As previously mentioned, these GHGs are the primary GHGs emitted into the atmosphere by human activities. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change.

The State of California has numerous regulations and executive directives aimed at reducing GHG emissions. In 2005, for instance, the governor issued Executive Order S-3-05, establishing statewide GHG emissions reduction targets. Executive Order S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (CalEPA 2006). In 2006, the California Global Warming Solutions Act (AB 32) was signed into law. AB 32 codifies the statewide GHG emission reduction targets and required CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline, which was approved in 2008 and updated in 2014 and 2017.

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, sets a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. By directing state agencies to take measures consistent with their existing authority to reduce GHG emissions, this order establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB-32 and AB-197 on September 8, 2016. SB-32 made the GHG reduction target to reduce GHG emissions by 40 percent below 1990 levels by 2030 a requirement as opposed to a goal. AB-197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the state’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

On December 14, 2017 CARB adopted the second update to the Scoping Plan, the *2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update; CARB 2017)*. The primary objective of the *2017 Scoping Plan Update* is to identify the measures needed to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030), as established under Executive Order B-30-15 and SB 32. The *2017 Scoping Plan Update* identifies an increasing need for coordination among state, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. It notes emission reduction targets set by more than one hundred local jurisdictions in the state could result in emissions reductions of up to 45 million MTCO<sub>2</sub>e and 83 million MTCO<sub>2</sub>e by 2020 and 2050, respectively. To achieve these goals, the *2017 Scoping Plan Update* includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons per capita by 2050.

The BAAQMD maintains a 1,100 MTCO<sub>2</sub>e operational GHG threshold for non-stationary sources (BAAQMD, 2017). The 1,100 MTCO<sub>2</sub>e GHG threshold was established by the BAAQMD to align project’s GHG emissions with state-wide goals for 2020. Since the proposed project is estimated to become fully operational by 2024 (i.e., four years after 2020) at the very earliest, the 1,100 MTCO<sub>2</sub>e threshold is not directly applicable to the proposed project. Instead, an interpolated project-specific

goal of 660 MTCO<sub>2</sub>e is applied for the purposes of this analysis, since it takes the BAAQMD's recommended 2020 threshold and adjusts it downward for the State's next codified GHG reduction goal for 2030 (i.e., 40% below 1990 levels by 2030; SB 32).<sup>2</sup>

The BAAQMD has not adopted a threshold of significance for construction-related GHG emissions. The BAAQMD's *CEQA Air Quality Guidelines* do, however, encourage lead agencies to quantify and disclose construction-related GHG emissions, determine the significance of these emissions, and incorporate BMPs to reduce construction-related GHG emissions. Accordingly, construction-related GHG emissions are amortized over the lifetime of the proposed project (presumed to be a minimum of 30 years). This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc.

The proposed project would generate GHG emissions from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHGs upon completion, unlike operational emissions that continue year after year until the non-residential facilities constructed as part of the project close or cease operation. Once operational, the proposed project would generate GHG emissions from area, mobile, water/wastewater, and solid waste sources. GHG emissions from construction and operation of the proposed project were estimated using CalEEMod, version 2016.3.2, based on default data assumptions contained in CalEEMod, with the project-specific modifications described in Section 6.3, as well as the following adjustments to default model assumptions related to GHG emissions:

- **Energy Use and Consumption.** Marin Clean Energy (MCE) provides electricity service to the City of Martinez. CalEEMod does not contain GHG intensity values for this electric service provider. As such, the model's default GHG default assumptions regarding energy use were adjusted as follows:
  - The CO<sub>2</sub> GHG intensity factor utilized in the modeling is based on MCE's carbon intensity factor from 2018; 122 pounds/megawatt-hour (lbs/MWh) (MCE 2019).
  - Electricity generation emission factors for CH<sub>4</sub> (0.033 lbs/MWh) and N<sub>2</sub>O (0.004 lbs/MWh) were obtained from the U.S. EPA's eGRID database for year 2016, the last year for which data was available at the time this Initial Study was prepared (U.S. EPA 2016).
- **Energy Efficiency.** The CalEEMod default energy efficiency value for non-residential lighting was adjusted downwards by a factor of 0.7 to reflect increased lighting efficiency in the 2019 Energy Code (CEC 2018).

The proposed project's estimated construction and operational emissions are presented in Table6, *Project Greenhouse Gas Emissions*.

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<sup>2</sup> The 660 MTCO<sub>2</sub>e/yr goal was developed by taking the 1,100 MTCO<sub>2</sub>e/yr threshold, which was the threshold to reduce land use sector emissions back to 1990 levels and reducing it by 40 percent (1,100 MTCO<sub>2</sub>e/yr \* (1 - 0.4) = 660 MTCO<sub>2</sub>e/yr). This linear reduction approach oversimplifies, but demonstrates the progress required to meet GHG reduction requirements under SB 32. The City is not adopting nor proposing to use 660 MTCO<sub>2</sub>e as a CEQA GHG threshold for general use; rather, it is only intended for use on this project as a means to provide context for whether the project would directly or indirectly generate GHG emissions that may have a significant effect on the environment.

**Table 6. Project Greenhouse Gas Emissions**

Source	GHG Emissions (MT/YR)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	TOTAL <sup>(A)</sup>
Area	<0.0 <sup>(B)</sup>	0.0	0.0	<0.0 <sup>(B)</sup>
Energy	76.0	<0.0 <sup>(B)</sup>	<0.0 <sup>(B)</sup>	77.0
Mobile	191.0	<0.0 <sup>(B)</sup>	0.0	191.2
Solid Waste	57.8	3.4	0.0	143.3
Water/Wastewater	43.2	2.3	0.1	116.7
Amortized Construction	26.7	<0.0 <sup>(B)</sup>	0.0	26.8
<b>Total Project Emissions<sup>(C)</sup></b>	<b>394.8</b>	<b>5.7</b>	<b>0.1</b>	<b>555.0</b>
BAAQMD 2020 Threshold	--	--	--	1,100
Derived 2030 Emission Goal	--	--	--	660
Exceeds Threshold / Goal?	--	--	--	No
Source: MIG 2020 (see Appendix A) Note: (A) MTCO <sub>2e</sub> (B) <0.0 does not mean emissions are zero; rather, it means emissions are greater than zero, but less than 0.05. (C) Slight variations may occur due to rounding.				

- b. Less than Significant Impact.** The proposed project would not conflict with CARB's Scoping Plan, Association of Government / Metropolitan Planning Commission's (ABAG/MTC) *Plan Bay Area 2040*, or the City of Martinez's Climate Action Plan. The project's consistency with these plans is described in more detail below.

### **CARB Scoping Plan**

The *2017 Climate Change Scoping Plan* is CARB's primary document used to ensure State GHG reduction goals are met. The plan identifies an increasing need for coordination among State, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. The major elements of the 2017 Climate Change Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal include:

- Continued implementation of SB 375.
- Implementing and/or increase the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewable Portfolio Standard (RPS) to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH<sub>4</sub> and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Nearly all of the specific measures identified in the *2017 Climate Change Scoping Plan* would be implemented at the state level, with CARB and/or another state or regional agency having the

primary responsibility for achieving required GHG reductions. The proposed project, therefore, would not directly conflict with any of the specific measures identified in the *2017 Climate Change Scoping Plan*.

### **ABAG/MTC Plan Bay Area 2040**

The overarching goal of *Plan Bay Area 2040* is to concentrate development in areas where there are existing services and infrastructure rather than allocate new growth in outlying areas where substantial transportation investments would be necessary to achieve the per capita passenger vehicle, vehicle miles traveled (VMT), and associated GHG emissions reductions (ABAG/MTC 2017). The proposed project would replace an existing RV storage location with two, new self-storage buildings. As discussed in Section 6.3, Air Quality, the proposed project would be located in Martinez, which is relatively well developed and has nine other self-storage facilities within three miles of the project site. Given the number of other facilities within the City that offer similar services, it is likely that the proposed project would serve the City's population in proximity of the project site. The proposed project could help reduce VMT by providing a storage location that is closer to people who use these amenities (e.g., they would move their belongings from a further location to the project site, which could be closer). In addition, *Plan Bay Area 2040* generally focuses on residential development and commercial / retail uses that generate trips where carpooling / ride sharing strategies could help reduce VMT. The proposed project is different than these land uses in the aspect that people generally have one main purpose for driving to and from the facility, which is to store things / pick them up. There are limited options for trying to reduce VMT from these trips and the facility is only anticipated to employ approximately three people. Therefore, the strategies identified in *Plan Bay Area 2040*, are not directly applicable to the proposed project. The proposed project would not conflict with *Plan Bay Area 2040*.

### **Martinez Climate Action Plan**

In June 2009, the City of Martinez adopted the final version of the City's Climate Action Plan (CAP). The CAP sets forth three primary goals – 1) To reduce GHG emissions from sources within the City of Martinez; 2) To shift to renewable energy resources; and 3) To prepare for a changing climate – through the implementation of 30 strategies targeting Transportation, Energy, Solid Waste, Water, and Adaptation and Carbon Sequestration. Many of the actions identified in the CAP consist of items the City will pursue - such as instituting a "Safe Route to Schools" program (Strategy T1), upgrading signal timers to improve traffic flow and reduce congestion (Strategy T9), considering onsite renewable energy for municipal operations (Strategy E5) - are not directly applicable to individual development projects, such as the proposed project. The proposed project would not conflict with the City's implementation of these actions. Furthermore, the City's CAP was designed to address GHG emissions in the city through the year 2020, consistent with the State's GHG emission reduction goal for 2020. The project would become fully operational (i.e., both phases having been constructed) by 2024 at the earliest (i.e., four years after the CAP's horizon year). Although the project would become fully operational after the CAP's final planning year, and many of the strategies identified in the CAP are not directly applicable to the proposed project, the project would nonetheless support the overarching goals and themes of the CAP by:

- 1) Being constructed to the latest CalGreen Code (CAP Strategy E1),
- 2) Being powered primarily by renewable resources through the purchasing of power via MCE, and
- 3) Addressing GHG emissions consistent with future state GHG emission reduction goals (i.e., for 2030; see Response a) – the project would meet an interpolated project-specific GHG emission reduction goal for 2030).

Therefore, the proposed project would not conflict with or obstruct the implementation of a plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. This impact would be less than significant.

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## 6.9 Hazards and Hazardous Materials

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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 §65962.5 and, as a result, would it 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 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?			✓	

**Conclusion:** Regarding hazards and hazardous materials resources, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** Construction of the proposed project, as well as ongoing operation and maintenance, may involve the intermittent transport, use, and disposal of potentially hazardous materials, including fuels and lubricants, paints, solvents, and other common materials. To maintain the health and safety of the public and environment during construction, any onsite hazardous materials that may be used, stored, or transported would be required to follow protocols determined by the U.S. EPA, California Department of Health and Safety, and City of Martinez.

Self-storage customers would be required to sign a rental agreement with the operating company, Extra Space Storage, prior to renting a unit in the project buildings. The terms of the rental agreement establish limitations on the use of self-storage unit space, including prohibiting human or animal



habitation, the storage of food and perishable goods, and the storage or use of the facility for any hazardous or toxic materials or inherently dangerous or flammable substances. The customer would be required to grant Extra Space Storage and governmental authorities access to the rented unit(s) upon three days prior written notice, upon default of the agreement, and in emergency circumstances. In the event the customer fails to grant access under any of these three scenarios, Extra Space Storage and governmental authorities have the right to remove the unit lock and access the unit per the terms of the rental agreement. The rental agreement's restrictions on what can be stored in the facility's units would prevent the use of unit space for storage of hazardous materials. The threat to public health and safety and the environment would be less than significant.

- b. Less than Significant Impact.** An Environmental Site Assessment (ESA) was performed for the project covering the five project parcels. The Phase I ESA was prepared for the project site by Nelson Enviro, LLC on July 15, 2020. The project site was historically kept as vacant land and occasionally used for dryland farming. The project site is currently operated as an RV storage lot. The Phase I ESA evaluated current and past uses of the project site, including regulatory agency records of chemical spills, releases, and environmental cleanups, and concluded there is no evidence of Recognized Environmental Conditions, Historical Recognized Environmental Conditions, or Controlled Recognized Environmental conditions in connection with the project site, and the potential for adverse impacts to the project site due to current or past activities on site and in the general vicinity is low. No additional environmental assessment work was recommended.

Construction of the proposed project would require the use and possible release of hazardous materials, such as paints and other solvents. However, the project would be required to comply with construction practices to prevent, contain, and clean up potential spills and contamination from fuels, solvents, concrete wastes, and other potentially hazardous materials. Because the use and transport of hazardous materials would be required to follow Federal, State, and local regulations, the risk of releasing hazardous materials under accidental circumstances would be less than significant.

- c. Less than Significant Impact.** The closest schools are more than one-quarter mile from the project site. The closest schools are Las Juntas Elementary School, located 0.75 miles northwest of the project site, and Morello Park Elementary School, located 0.88 miles west of the project site. As discussed in Section 6.9.a, construction and operation of the project would not generate hazardous emissions in the long-term, nor result in the storage, handling, production, or disposal of acutely hazardous materials. Self-storage customers would be required to sign and adhere to the terms of a unit(s) rental agreement, which prohibits the use of unit space for storage of hazardous or toxic materials or inherently dangerous or flammable substances. Therefore, the impacts to schools from the project's production or emission of hazardous materials or substances would be less than significant.
- d. Less than Significant Impact.** The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). The Phase I ESA included a regulatory database search and found the project property has been listed as a HAZNET site since 2017 and as a HWTS (Hazardous Waste Tracking System) site since 2019. HAZNET is the California Environmental Protection Agency's (CalEPA) database for facility and manifest data extracted from copies of hazardous waste manifests (i.e., a shipping document that tracks hazardous waste from the point of generation to the site of final disposal) received annually by the California Department of Toxic Substances Control (DTSC). HWTS is the DTSC's data repository for hazardous waste identification numbers and manifest information. HAZNET and HWTS listings were for the offsite disposal of various hazardous waste oil and oxygenated solvents

from 1997 to 2000. No violations or releases were identified at the site. The project site does not represent a significant environmental concern.

One listed LUST (Leaking Underground Storage Tanks), the Lonestar Industries site, is within a 0.5-mile radius of the project site and has a cleanup status of “Complete – Case Closed” as of 1994. The Complete – Case Closed status indicates that a formal closure decision document has been issued for the site, and the site does not currently present a significant environmental concern.

The following four sites adjacent to the project parcels to the south and west were listed in regulatory databases.

- ABC Supply. This site is listed in the Contra Costa County Site List (a list of sites from Contra Costa County’s Underground Tank Program, Hazardous Waste Generator Program, and Business Plan 12185 Program) as a facility that handles hazardous waste and is subject to a Hazardous Materials Business Plan (HMBP). This site is also listed in the CERS (California Environmental Reporting System) database as a chemical storage facility subject to a Hazardous Materials Release Response Plan (HMRRP). Hazardous materials handled on site include spray paint, roof coatings and sealants, and propane. Based on a lack of violations and lack of a documented release, a review of regulatory agency files for this site was deemed unnecessary and is not expected to represent a significant environmental concern.
- Glaser & Associates, Inc. This facility is listed in the CERS Haz Waste, HAZNET, Contra Costa County Site List, and HWTS databases as a hazardous waste generator since 2011. The facility has handled the following hazardous materials: organic liquids with metals, organic solids, and oil-containing waste. Though there are past violations associated with the facility, the facility is in compliance with the CalEPA Unified Program as of 2019 and is not expected to present a significant environmental concern.
- All Things Interior, Inc. This facility is listed in the CERS Haz Waste database as a hazardous waste generator since 2013. Based on a lack of violations and lack of a documented release, a review of regulatory agency files for this site was deemed unnecessary and is not expected to represent a significant environmental concern.
- Bay Area Tank and Marine. This facility is listed in the Contra Costa County Site List database as an inactive hazardous waste generator (less than 5 tons of hazardous waste per year). Based on a lack of violations and lack of a documented release, a review of regulatory agency files for this site was deemed unnecessary and is not expected to represent a significant environmental concern.

While there are open and closed status Cortese List sites in the general vicinity of the project, the project site itself is not located on a hazardous materials site pursuant to Government Code 65962.5 (Cortese List). Therefore, the project impact would be less than significant.

- e. **Less than Significant Impact.** The project site is approximately one mile west of the Buchanan Field Airport (Airport), which is a public airport. The *Contra Costa County Airport Land Use Compatibility Plan* (Shutt Moen Associates 2000) (the Plan) contains land use compatibility criteria and policies applicable to local agencies in preparing land use plans and ordinances and to landowners in the design of new development.

The Plan contains noise, safety, and airspace protection (i.e., building and structure height) compatibility criteria intended to determine whether a proposed land use plan, ordinance, or

development is compatible with the Airport's activities. The Plan designates composite noise contours, safety zones, and airspace protection overlay zones based upon the noise, safety, and airspace protection criteria. The project is not located within the Airport's designated composite noise contour areas or safety zones, and therefore is not subject to land use restrictions related to acceptable noise levels and safety in the Airport vicinity. The project is subject to a maximum structure height restriction of 218 feet above mean sea level (msl) according to Figure 3D of the Plan. The proposed project buildings would reach a maximum height of 45 feet above msl and, therefore, would not exceed a height of 218 feet above msl.

Based on the discussion above, the project would not result in a safety hazard for customers and employees at the site, and the impact would be less than significant.

- f. Less than Significant Impact.** The City of Martinez has an *Emergency Operations Plan* that identifies the City's emergency planning, organization, and response policies and procedures (City of Martinez 2009). The project would not impair the implementation of, or physically interfere with, the Emergency Operations Plan. The project would construct two new driveways off Sunrise Drive (see Figure 8 Fire Access and Circulation Plan in Section 1.9), but project buildout would not create, interrupt, or otherwise reduce the ability of streets to accommodate traffic. Any need for construction-related traffic partial street closures would be temporary, intermittent, localized, and subject to standard City traffic management practices. The project would not result in significant change in existing circulation patterns and would have a less than significant impact on emergency response and evacuation.
- g. Less than Significant Impact.** The project site is located in a local responsibility area (LRA), according to the CAL FIRE FRAP (Fire and Resource Assessment Program) Map. According to the FRAP Map, a very high fire hazard zone occurs in Martinez approximately three miles west of the project site in a wildland-dominated area. The project site is not within a high fire hazard severity zone and impacts to people or structures involving wildland fires would be less than significant (see Section 6.20, Wildfire, for further discussion).

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## 6.10 Hydrology and Water Quality

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially deplete 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 the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. Result in a substantial erosion or siltation on or off site;			✓	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff; or			✓	
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?			✓	

**Conclusion:** Regarding hydrology and water quality, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

This hydrology analysis references the Storm Water Control Plan developed by Alexander & Associates.

- a. Less than Significant Impact.** The project site is currently developed with RV storage and graveled parking that covers the western portion of the site. Project construction would involve excavation and grading to accommodate new project facilities. The project would create 103,898 square-feet of impervious surfaces; and, in terms of grading, approximately 38,000 cubic yards of earth material would be cut and 2,000 cubic yards of material would be filled. After grading activities are complete, there would be the potential for wind and water erosion to discharge construction contaminants,

sediment, and/or other urban pollutants into storm water runoff. However, violations of water quality standards due to urban runoff can be prevented through implementation of existing regional water quality regulations and plans, including compliance with the City's 2015 Urban Water Management Plan (UWMP) and the City's Sewage Disposal and Sewer Use standards (Chapters 13.08 and 13.20 of the Municipal Code). As the project is currently designed, runoff from new impervious surfaces would be directed to a new onsite 6,410 square-foot bioretention area located on the northern portion of the site.

The State Water Resources Control Board (SWRCB) is responsible for regulating storm water discharge associated with project construction activities such as clearing, grading, and excavation, should they result in land disturbance of one or more acres. The City maintains a National Pollutant Discharge Elimination System (NPDES) permit which requires applicants to demonstrate that their project is covered by the State's General Construction Permit before obtaining any construction related permits. The State's General Construction Permit requires project applicants to prepare a Storm Water Pollution Prevention Plan (SWPPP) for their project. The purpose of the SWPPP is to describe and prescribe Best Management Practices (BMPs) that would control and minimize pollutants from possibly entering storm water. The SWPPP must address grading and erosion impacts as well as non-point source pollution impacts from their project, including post-construction operations. Because the project would result in the disturbance of 2.98 acres of land, the applicant would be required to obtain the State's General Construction Permit and adhere to a project specific SWPPP.

The City also has an MS4 National Pollutant Discharge Elimination System (NPDES) permit and is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce non-point source pollutants through the implementation of BMPs and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water sources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, and vegetated areas, and dissemination of educational materials. Construction of the proposed project would be subject to City's NPDES permit requirements during construction activities in addition to standard NPDES operational requirements.

A preliminary Storm Water Control Plan has been prepared for the applicant by Alexander & Associates, dated March 1, 2018. The plan proposes onsite storm drainage improvements, low impact development (LID) design strategies, and maintenance (operational) requirements. Project-specific components would include the construction of a bioretention area with appropriately sized filters, signage to indicate "no dumping," plant selection to minimize the use of fertilizers and pesticides, and project design so that storm water drains from impervious surfaces to integrated management practices (IMPs). The Storm Water Control Plan prescribes one IMP: the proposed bioretention area located at the north (lower) end of the project site.

In general, storm water runoff may degrade surface or groundwater quality and may transport pollutants into streams or creeks. Other pollutants suspended in runoff, if not controlled, could be carried from the project site or accumulate downstream and potentially degrade existing surface water quality.

Prior to issuance of the grading permit, the applicant is required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The applicant shall also file a Notice of Intent (NOI) and associated fee to the State Water Resources Control Board (SWRCB). The project SWPPP shall be utilized as a

framework to prescribe and implement BMPs. Construction and project operations shall implement BMPs to reduce pollutants within storm water discharges to the maximum extent possible. The applicant shall submit the project SWPPP for review and approval by the City Engineer. The approved SWPPP shall be maintained throughout the construction period. The City shall verify that all post-construction BMPs are installed and functioning properly prior to issuing a certificate of occupancy. As a uniformly applied standard regulation, the project applicant would be required to prepare a final SWPPP that would control and minimize pollutants from construction and operation of the project. This requirement would mitigate project impacts to surface and groundwater quality to a less than significant level.

- b. Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project does not include the installation of a well, rather the project would use water provided by the City's water distribution system. The City is provided water by the Contra Costa Water District (CCWD), which is supplied water from the San Joaquin River Delta. The City of Martinez does not obtain potable water from groundwater resources in the basin. The project would not require groundwater and would not conflict with sustainable groundwater management in the area. The project would require approximately 339,617 gallons of water for landscaping and the office use from the water district<sup>3</sup>. See Section 6.19 (Utilities and Service Systems) for more detail.

The western part of the project site is currently developed with RV storage, two other trailers, and gravel parking. As noted in the project's drainage plan (Figure 12 in Section 1.9, Project Description), the eastern (undeveloped) part of the project site contains a concrete v-ditch located mid-slope that runs north to south the entire length of the project site. The v-ditch collects runoff from the slope as well as drainage from adjoining parcels and is connected to a City storm water inlet by a 12-inch pipe. The drainage ditch is unlined and storm water that flows to the ditch would pool before it is discharged to storm drain infrastructure. Although the ditch would allow some storm water to infiltrate into its underlying soils, the amount of storm water that flows within the ditch is minimal. Because the project site is currently connected to existing storm water infrastructure, the project is not anticipated to contribute significantly to groundwater recharge. Furthermore, although the project would increase impervious surface on site, the proposed installation and implementation of a bioretention area would allow for percolation of water into the underlying soils, which would in turn contribute to groundwater recharge. Because the project does not involve the extraction of groundwater and does not substantially interfere with groundwater recharge such that there would be a net deficit in aquifer volume or lowering of the local groundwater table, the impact would be less than significant.

- ci. Less than Significant Impact.** The proposed project would result in an increase of impervious area of approximately 103,898 square-feet of new coverage. Runoff from proposed impervious surfaces would be directed to the bioretention area, where a water quality treatment process would begin. Bioretention areas remove pollutants by filtering runoff slowly through an active layer of soil. The project must comply with UWMP and City requirements to treat storm water runoff and reduce pollutants. In addition, all cities within Contra Costa County are required to implement surface water

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<sup>3</sup> This amount is calculated by adding the estimated total water use reported in the project's landscaping plans (320,417 gallons per year) to the estimated water needed to support the 1,280 square foot office space (19,200 gallons per year). The amount of water needed to support the office space was calculated by multiplying an estimated water consumption rate (15 gallons per square foot per year) for office buildings according to the U.S. Energy Information Administration (USEIA) by the project's office square footage (1,280 square feet).



control standards for projects that comply with Provision C.3 of the Regional Water Quality Control Board (RWCB) Municipal Regional Storm Water NPDES Permit No. R2-201500049. The Contra Costa County Clean Water Program created a C.3 guidebook for the implementation of C.3 requirements. Because this project involves the creation of more than 10,000 square feet of net new impervious surface, it is required that storm water be contained and treated. Containment and treatment of storm water is currently proposed via a new bioretention area.

Improper project grading activities, both during and post-construction, have the potential to increase the volume of runoff from a site and subsequently increase erosion. Increased runoff and soil erosion on and off site could adversely impact downslope water quality. However, as discussed in Section 6.7.b, the potential soil erosion impact of the project would be less than significant through implementation of Mitigation Measure GEO-1 that would require the applicant to finalize and implement the project Storm Water Control Plan. Because of these regulatory and mitigation measures, substantial siltation and erosion is not anticipated; the impact would be less than significant.

**cii. Less than Significant Impact.** The project design incorporates strategies to reduce and manage runoff. The project site has natural vegetation and drainage along its eastern sloped portion. This eastern area contains a concrete v-ditch that drains storm water to the City's storm drain system. As proposed, impervious surfaces will cover the western portion of the site, which is currently developed with an RV storage facility; the project will have a bioretention area and landscaping which will be designed to carry runoff safely away from building foundations and footings, consistent with the California Building Code. The western portion of the site would include a 3-foot-wide concrete valley gutter that would collect runoff and direct it to the proposed bioretention area.

Runoff from new impervious surfaces would be directed to the bioretention facility, and the project would comply with the following site design measures as detailed in the project's Storm Water Control Plan (Alexander & Associates):

- Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with the California Building Code.
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with the California Building Code.
- Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California Building Code.

Design measures would be implemented to prevent surface runoff and flooding on and off site. Furthermore, the City would require the project's use of BMPs, as listed in the post-construction requirements. BMPs preventing flooding and runoff include protection of storm drains through vegetated filter traps and/or catch basins. With design measures and BMPs in place, the impact would be less than significant.

**ciii. Less than Significant Impact.** See Sections 6.10.cii and 6.10.ciii above. The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Discharge generated from project development would be managed and treated with design measure improvements and BMPs. The proposed bioretention area and existing drainage v-ditch have adequate capacity for the proposed development. Drainage patterns would not be altered, and the impact would be less than significant.

- civ. Less than Significant Impact.** The project site is not within a Federal Emergency Management Agency (FEMA) 100-year flood zone or Special Flood Hazard Area (SFHA) (i.e., area that would be inundated by the flood event having a one percent chance of being equaled or exceeded in any given year). The subject properties are rated by FEMA as Zone X, defined as an “area of minimal flood hazard.” Furthermore, as discussed in Sections 6.10.c.i – 6.10.c.iii, storm water would be managed through design measures and operational BMPs so that drainage systems and potential flood flows in the vicinity would not be impeded or redirected.
- d. No impact.** The project is not located in a tsunami zone, nor in a seiche zone. The project is not located within a regulatory floodway, as mapped by FEMA. The subject properties are rated by FEMA as Zone X, defined as an “area of minimal flood hazard.”
- e. Less than Significant Impact.** As a result of planned treatment features, impacts related to violation of water quality standards would be less than significant. A Storm Water Control Plan was prepared by Alexander & Associates, pursuant to Section 15.06.050 of the Martinez Municipal Code, that assesses the project in terms of Low Impact Development (LID) and drainage design measures. Storm water would be controlled through an existing v-ditch that is connected to the City storm water system as well as the installation of a new bioretention area and associated concrete gutter. The bioretention facility would comply with the City of Martinez's Municipal Building Code.

The State’s 2015 Model Water Efficient Landscape Ordinance (MWELo) applies to projects requiring a planning-level permit that contain over 500 square feet of new or rehabilitated landscape areas. MWELo requires the use of highly efficient irrigation methods and is predicted to reduce landscape water use in new projects by 30 percent or more. During construction, temporary BMPs and erosion control measures would be implemented to reduce construction and post-construction siltation. For more information on BMPs, see Section 6.10(c.i-c.iii). Once developed, the project site would have no exposed soils and would not contribute to erosion.

In 2000, the Contra Costa Water District entered an agreement with the East Contra Costa Irrigation District to purchase irrigation water for up to 8,200 acre-feet per year. The City of Martinez does not obtain potable water from groundwater resources in the basin. The project would not require groundwater and would not conflict with sustainable groundwater management in the area. The proposed project is consistent with the City’s Urban Water Management Plan (UWMP) (see Section 6.19.b for further discussion) and other applicable water-related ordinances. The impact would be less than significant.

### **References:**

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City of Martinez, 2020. Martinez Municipal Code, Stormwater Management and Discharge. Available at:  
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Federal Emergency Management Administration (FEMA). FEMA Flood Map Service Center. Available at: <https://msc.fema.gov/portal/search#searchresultsanchor> (accessed August 4, 2020).

PleinAire Design Group, February 08, 2019. Conceptual Landscape Plans.

United State Energy Information Administration, February 9, 2017. “2012 Commercial Buildings Energy Consumption Survey: Water Consumption in Large Buildings Summary.” Available at: <https://www.eia.gov/consumption/commercial/reports/2012/water/#:~:text=On%20average%2C%20these%20buildings%20used,and%2050.1%20gallons%20per%20worker> (accessed October 2, 2020).

## 6.11 Land Use and Planning

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Physical divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

**Conclusion:** Regarding land use and planning, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

- a. No Impact.** The project would be infill development on a larger, already developed property. The project would not physically divide an established community. The project does not involve the construction of a physical structure or removal of a primary access route that would create a physical barrier to mobility within an established community or between a community and outlying areas. There would be no impact.
- b. Less than Significant Impact.** The proposed project requires approval from the City Planning Commission for the issuance of a Use Permit to allow construction and operation of the project facilities. Because approval of the Use Permit would be required as part of overall project approval, the project would not cause a significant environmental impact due to conflict with any applicable land use plan adopted for the purpose of avoiding or mitigating an environmental effect, including the City's General Plan and Zoning Ordinance.

Section 21.4 of the City's 1973 General Plan covers commercial land use; the project is consistent with the goals and objectives of this General Plan section because the project would be subject to design review and proposes a new commercial business for the city's residents. The project would be consistent with relevant General Plan land use goals and policies, including the policies below concerning open space resources and preservation, and Policy 22.51, which prohibits development on hill areas with slopes greater than 30%. As described in Section 6.1.C of this document (Aesthetics), the project would not develop the eastern 3.15 acres of the project site; the property owners would be obligated to maintain this area's landscaping and vegetation in accordance with an existing easement on this portion of the site.

The project is located within the John Muir Parkway Specific Area Plan. This plan is amended to the City's General Plan and provides a policy framework to guide development and shape the area's environment. As mentioned in Section 6.1.C (Aesthetics), the John Muir Parkway Specific Area Plan has specific Design Review Policies, per Section 33.4 of the Area Plan. And, as discussed, the project would be consistent with those policies in that the project is located in an urbanized area and has a landscaping plan. Additionally, the project would not interfere with views of skylines or major open space features, would preserve approximately 3.15 acres of landscaped and sloped area via an existing easement, and would not substantially degrade the existing visual character or quality of the site and its surroundings.

The project is generally consistent with the purpose of the M-SC/LI Zoning District, because the proposed storage use is similar to those permitted by right or conditionally in the Service Commercial and Light Industrial zoning districts. The Martinez Municipal Code explains the purpose of commercial districts as to “Provide appropriately located areas for retail stores, offices, service establishments, amusement establishments and wholesale businesses offering various ranges of commodities and services scaled to meet the needs of the different geographical areas and various categories of patrons they serve” (MMC § 22.16.020). Although the project buildings exceed the 30-foot height standard detailed in Municipal Code Section 22.16.200, taller buildings are allowed via approval and issuance of a Use Permit by the City Planning Commission. The project design would also need to be approved by the City Planning Commission to ensure compliance with the City’s Design Review requirements and procedures, pursuant to Sections 22.34.04 through 22.34.070 of the City’s Municipal Code.

The project site is within the boundaries of the Sunrise Business Park Planned Unit Development (PUD). The PUD and associated Tentative Map #6714 were approved by Martinez City Council on February 20, 1986 to allow for the planned development of a Light Industrial / Service Commercial business park at Arnold Drive and Pacheco Boulevard. To ensure architectural continuity and consistency, the Sunrise Business Park PUD approval was conditioned to require all future construction plans be submitted to the Planning Commission for review and approval. Therefore, the proposed self-storage project would be required to obtain design review approval from the Planning Commission to comply with the applicable PUD conditions of approval. The project also requires Planning Commission Design Review approval to allow a height limit exception. Furthermore, to comply with the Sunrise Business Park PUD, the project also includes an amendment to the PUD to document and allow the height limit exception. The PUD would be formally amended by City Council after the project’s design is approved by the Planning Commission. Because the project includes City Design Review and amendment of the applicable PUD, it would not conflict with the Sunrise Business Park PUD.

The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The impact would be less than significant.

### **References:**

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<http://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=17257> (accessed July 29, 2020).

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City of Martinez, 2020. Zoning Ordinance. Available at:  
[https://library.municode.com/ca/martinez/codes/code\\_of\\_ordinances?nodeId=CD\\_ORD\\_TIT22ZO](https://library.municode.com/ca/martinez/codes/code_of_ordinances?nodeId=CD_ORD_TIT22ZO) (accessed July 29, 2020).

## 6.12 Mineral Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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?				✓

**Conclusion:** Regarding mineral resources, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

- a. **No Impact.** The State Board of Mining and Geology has adopted regulations to protect lands classified as MRZ-2 (i.e., lands where information indicates that significant stone, sand, and/or gravel deposits are present, or where a high likelihood for their presence exists; and lands otherwise designated as areas of statewide or regional significance relative to mineral resources). Mapping conducted in 1996 by the State Division of Mines and Geology did not indicate the project site area to contain any MRZ-2 designated resource zones. The Martinez General Plan does not identify the site as containing locally important mineral resources. Therefore, the construction and operation of the project would not cause for the loss of known mineral resources of locally important mineral resources.
- b. **No Impact.** Refer to Section 6.12.a, above. The project would have no impact in mineral availability.

### **References:**

State of California Department of Conservation, 1996. Generalized Mineral Land Classification Map of the South San Francisco Bay Production-Consumption Region.

## 6.13 Noise

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project result in:</b>				
a) Generation of 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?			✓	

**Conclusion:** Regarding potential noise and vibration impacts, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

- a. Less than Significant Impact.** As described below, the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site. This impact would be less than significant.

**Noise Fundamentals:** “Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. For example, airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. “Noise” may be defined as unwanted sound that is typically construed as loud, unpleasant, unexpected, or undesired by a specific person or for a specific area.

Sound has three properties: frequency (or pitch), amplitude (or intensity or loudness), and duration. Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. The frequency, amplitude, and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying. Despite the ability to measure sound, human perceptibility is subjective, and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms, such as “noisiness” or “loudness.”



Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear. Since decibels are logarithmic units, an increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, etc. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left( 10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz most of the sound humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument’s detectors to replicate human hearing. This filter known as the “A-weighting” or “A-weighted sound level” filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (Leq) descriptor is used to represent the average character of the sound over a period of time. The Leq represents the level of steady-state noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. Leq is useful for evaluating shorter time periods over the course of a day. The most common Leq averaging period is hourly, but Leq can describe any series of noise events over a given time period.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable, because household noise has decreased as people begin to retire and sleep. Accordingly, a variety of methods for measuring and normalizing community environmental noise have been developed. The California Office of Planning and Research’s General Plan Noise Element Guidelines identifies the following common metrics for measuring noise (OPR, 2017):

- **Ldn (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM). A 10 dB “penalty” is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45-dBA nighttime sound level (e.g., at 2 AM) would contribute as much to the overall day-night average as a 55-dBA daytime sound level (e.g., at 7 AM).
- **CNEL (Community Noise Equivalent Level):** The CNEL descriptor is similar to Ldn, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). For example, a 45-dBA evening sound level (e.g., at 8 PM) would contribute as much to the overall day-night average as a 50-dBA daytime sound level (e.g. at 8 AM).

The artificial penalties imposed during Ldn and CNEL calculations are intended to account for a receptor’s increased sensitivity to noise levels during quieter nighttime periods. As such, the Ldn and CNEL metrics are usually applied when describing longer-term ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. In contrast, the Leq metric is usually applied to shorter reference periods where sensitivity is presumed to remain generally the same.

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, sound pressure level at the receiver point can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called “excess attenuation.” Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

*Noise Effects on Human Beings:* Human response to sound is highly individualized because many factors influence a person's response to a particular noise, including the type of noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the noise occurs. In addition, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence a person's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed" with annoyance being an expression of negative feelings resulting from interference with activities, the disruption of one's peace of mind, or degradation of the enjoyment of one's environment.

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects. Noise can mask important sounds and disrupt communication between individuals in a variety of settings, resulting in a slight irritation to a serious safety hazard, depending on the circumstance. Noise-induced sleep interference is a critical factor in community and personal annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep resulting in short-term adverse effects such as mood changes, job/school performance, etc.

Physiological effects are usually limited to prolonged and/or repeated exposure to high noise environments at facilities such as, but not limited to, industrial and manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it to the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible; however, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

*Existing Noise and Vibration Environment:* In 2015, the City of Martinez released a public draft of its 2035 General Plan. Though not yet adopted by the City, the process of developing an update to the General Plan Noise Element and the noise chapter for the 2035 General Plan Environmental

Impact Report resulted in the preparation of Noise Background Report that documented noise sources and ambient sound level readings throughout the city. The Draft 2035 General Plan Noise and Air Element identifies transportation noise as the primary sources of existing noise throughout the City (City of Martinez, 2016). Specifically, the following transportation sources are identified as the most substantial transportation noise generating sources:

- Interstate Highway 680
- State Highway 4
- Union Pacific and BNSF railroads
- Major arterials and local streets
- Buchanan Field Airport

The Draft 2035 General Plan Air and Noise Element also acknowledges other sources of noise exist within the city (e.g., domestic activities, construction, landscaping and maintenance activities) but notes that these sources are usually temporary and intermittent.

The noise chapter of the Draft General Plan Environmental Impact Report also includes traffic roadway volumes for various roadway segments throughout the city under 2014 conditions and future 2040 conditions. The segment of Pacheco Boulevard from Arthur Road to State Route 4 (i.e., the segment that bounds the project site to the east) was estimated to have noise level of 63 and 66 dBA Ldn at a distance of 75 feet from the roadway centerline in 2014 and 2040, respectively (City of Martinez, 2015).

#### *Noise Sensitive Receptors*

Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of noise sensitive receptors that could be sensitive to changes in existing environmental noise levels. The noise sensitive receptors adjacent or in close proximity (within 1,000 feet) of the perimeter of the proposed project include:

- Single-family homes approximately 150 feet northwest of the project site, on Weatherly Lane and Ranchita Lane;
- Single-family homes approximately 60 feet northeast of the project site, on Pacheco Boulevard and Katydid Court;<sup>4</sup>
- Single-family homes approximately 730 feet southwest of the project site, on Starflower Drive; and
- Multi-family residential dwelling units approximately 770 feet southeast of the project site, on Arnold Drive.

*Applicable Noise Standards:* **The California Building Standards Code** is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that set various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies. Specifically, Section 1207.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local general plan) in any habitable room.

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<sup>4</sup> Although the project site is approximately 60 feet from the nearest residential receptors northeast of the project site, construction activities and physical site development would take place approximately 200 feet from these receptors.

**The California Green Building Standards Code** is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section 5.507 establishes the following requirements for non-residential development that may be applicable to the proposed project.

- 5.507.4.1.1 sets forth that buildings exposed to a noise level of 65 dB Leq (1-hour) during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composting sound transmission class (STC) rating of at least 45 (or an outdoor indoor transmission class (OITC) of 35), with exterior windows of a minimum STC of 40.
- Section 5.507.4.2 sets forth that wall and roof assemblies for buildings exposed to a 65 dBA Leq pursuant to Section 5.507.4.1.1, shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA Leq in occupied areas during any hour of operation. This requirement shall be documented by preparing an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

***The City of Martinez Noise Element*** was adopted by the City through Resolution No. 194-85 on November 20, 1985, and utilizes the recommended State of California Office of Planning and Research (OPR) Noise Element Guidelines for community noise exposure. These guidelines stipulate an ambient noise environment of up to 75 dBA Ldn is acceptable for industrial land uses (OPR, 2017).

**City of Martinez Municipal Code** Chapter 8.34 regulates noise in the City.

- Section 8.34.020 establishes the following indoor and outdoor noise level standards in the City:
  - A day-night noise level (Ldn) of 45 dB is the standard for interior noise levels. An Ldn of 45 dBA is achieved by an allowable interior noise level of 35 dBA between 10:00 AM and 7:00 AM and 45 dBA between 7:00 AM and 10:00 PM.
  - A day-night level (Ldn) of 60 dBA is the standard for exterior noise. An Ldn of 60 dBA is a maximum noise level of 50 dBA between 10:00 PM and 7:00 AM and 60 dBA between 7:00 AM and 10:00 PM.
- Section 8.34.030(B)(6) prohibits noise from construction, demolition, excavation, erection, alteration, or repair activity before 7:00 AM or after 7:00 PM, Monday through Friday, and before 9:00 AM and after 5:00 PM on Saturdays, Sundays, and State, Federal, and Local Holidays.
- Section 8.34.030(D) prohibits the loading, unloading, opening, closing, or other handling of boxes crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 PM and 7:00 AM, daily, in such a manner to as to create a noise disturbance.

### **Noise Impact Analysis**

***Temporary Construction Noise:*** As described in Section 6.3, Air Quality, the proposed project involves the construction of an approximately 2,223-unit self-storage facility, consisting of two buildings, whose construction would be split across two phases. Construction activities would disturb approximately 2.98 acres, and would include site preparation, grading, construction, paving, and architectural coating work. Project construction activities, duration, and typical equipment usage are shown in Table 2, *Construction Activity, Duration, and Typical Equipment*, in Section 6.3, Air Quality.

Project construction would require the use of heavy-duty construction equipment that could temporarily increase noise levels at adjacent property lines near work areas. The type of equipment used would include bulldozers, backhoes, a grader, a scraper, compactors/rollers, small cranes, and material handlers, lifts, and trucks. Table 7, *Typical Construction Equipment Noise Levels (dBA)*, presents the estimated, worst-case noise levels that could occur from operation of typical construction equipment used to develop the project. Given the site is narrow and construction would be taking place along the western portion of the site, potential construction noise levels are estimated for worst-case equipment operations at a distance of 180 feet, the closest distance construction activities would occur in proximity of sensitive receptors for all project phasing.<sup>5</sup>

**Table 7. Typical Construction Equipment Noise Levels (dBA)**

Equipment	Reference Noise Level at 50 Feet (L <sub>max</sub> ) <sup>(A)</sup>	Percent Usage Factor <sup>(B)</sup>	Predicted Noise Levels (Leq) at			
			50 Feet	180 Feet	250 Feet	350 Feet
Bulldozer	85	40	81	70	67	64
Backhoe	80	40	76	65	62	59
Compact Roller	80	20	73	62	59	56
Concrete Mixer	85	40	81	65	62	59
Crane	85	16	77	66	63	60
Excavator	85	40	81	70	67	64
Generator	82	50	79	68	65	62
Pneumatic tools	85	50	82	71	68	65
Scraper	85	40	82	70	67	64
Delivery Truck	85	40	81	70	67	64
Sources: Caltrans, 2013 and FHWA, 2010.						
(A) L <sub>max</sub> noise levels based on manufacturer's specifications.						
Usage factor refers to the amount of time the equipment produces noise over the time period.						

The worst-case Leq noise levels associated with the operation of a bulldozer and scraper are predicted to be approximately 81 and 82 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. A single bulldozer provides a sound level of 70 dBA Leq at a distance of 180 feet; when two identical sound levels are combined, the noise level increases to 73 dBA Leq, and when three identical sound levels are combined, the noise level increases to 75 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas. These maximum noise levels would occur for a short period time (i.e., approximately two days for site preparation and four days for grading). The majority of activities at the site (i.e., building construction; 200 days) would likely involve less operation of heavy-duty off-road equipment and, as the self-storage structures are constructed, they would provide shielding from onsite noise levels at nearby sensitive receptor locations. In addition, the noise levels provided do not reflect that most heavy-duty construction equipment operation would occur on the interior of the site, farther than 180 feet from the nearest sensitive receptor locations, which would further reduce noise levels received at these properties.

<sup>5</sup> This distance (i.e., 180 feet) reflects the actual distance from where onsite construction activities would occur in relation to the single-family residence north-west of the project site on Weatherly Lane. All other construction activities would take place at distances further than this and, therefore, estimated construction noise levels reflect a conservative assessment of potential sound levels that could be received at receptor locations throughout the duration of project construction.

The noise generated from project construction would be temporary and would not produce the same sound levels every day. In addition, the City does not maintain numeric thresholds for the purposes of evaluating construction noise level. Neither the General Plan nor the Martinez Municipal Code specifies a noise level for construction activities. Project construction noise would be split across two phases, with each phase lasting slightly less than a year, and would produce noise levels that are not substantially different than the existing noise environment. The project, therefore, would not exceed an applicable standard and would not result in a significant impact.

*Exterior Noise / Land Use Compatibility:* The proposed project consists of developing a new self-storage facility. According to the OPR's land use and noise compatibility guidelines, the normally acceptable and conditionally acceptable noise limit for industrial land uses, such as the proposed project, is 75 dBA Ldn. The predominant noise source in the vicinity of the project site is vehicle traffic on Pacheco Boulevard, which has an ambient noise environment ranging from approximately 63 to 66 dBA Ldn at a distance of 75 feet under 2014 and 2040 conditions, respectively. Physical development associated with the proposed project would be set into the site by approximately 180 feet from the Pacheco Boulevard centerline, which would result in an ambient noise environment of approximately 60 to 63 dBA Ldn under 2014 and 2040 conditions, respectively.<sup>6</sup> These sound levels would be well below the 75 dBA Ldn maximum noise level stipulated for the proposed land use. This impact would be less than significant.

*Interior Noise Level Compatibility:* Part 2, California Building Code, Section 1207.4, and Martinez Municipal Code Section 8.34.020, establish that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL in any habitable room.

As described above, traffic noise modeling contained in the City's Draft General Plan Update EIR indicates ambient noise levels at the site would be approximately 63 dBA Ldn along the eastern property line under 2040 conditions, where Building A would be constructed with an office. Standard construction techniques and materials for new residential buildings are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 21 to 23 dBA with windows and doors closed, which would result in an interior noise level of approximately 42 dBA Ldn for the office.<sup>7</sup> Interior noise levels, therefore, would be in compliance with State and local standards.

*Potential Onsite Operational Noise Levels:* Once constructed, the proposed project would generate noise from daily activities typical of self-storage-type facilities, including onsite vehicle trips, operation of HVAC units, landscaping and maintenance activities, waste-disposal truck traffic, and other activities. Specifically, the proposed project's onsite noise sources would include:

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<sup>6</sup> As described in the "Noise Fundamentals" subsection, theoretically, sound levels attenuate by 3 dBA each doubling of distance for the line sources (e.g., roadways).

<sup>7</sup> The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 2x4" studs spaced 16" on center and ½" gypsum wall board screwed to studs provides an approximate 34 dBA reduction between exterior and interior noise levels. Incorporation of windows occupying approximately 30% of the exterior wall façade could reduce attenuation by approximately 10 dBA. Attenuation provided may be slightly lower yet (2-3 dBs) for traffic noise due to the specific frequencies associated with traffic noise. It is conservatively assumed standard building construction would provide an exterior to interior noise reduction of approximately 21 to 22 dBA.

- Automobile travel along onsite roads, automobile parking, and other miscellaneous automobile noise sources such as doors closing and engine start-up and revving. The project's potential mobile noise sources would not operate continuously. Once parked and engines shut off, noise would cease to be generated.
- Potential rooftop-mounted HVAC units that would be installed on top of the self-storage structure to provide a climate-controlled environment. These units would be located toward the center of a self-storage buildings, behind a parapet wall that shields the HVAC units from the street and serves to reduce potential HVAC unit noise levels at adjacent property lines.<sup>8</sup>
- Waste collection services, which would occur toward the northwestern portion of the site, west of the office space and adjacent to Sunrise Drive.

These project noise sources would not have the potential to substantially increase noise levels in proximity of the project site because:

- 1) Automobile travel and vehicular noise is already present at the site, consistent with the existing use of the land (i.e., RV storage).
- 2) The four mounted HVAC units (i.e., two per building) would be located toward the center of the four-story buildings and be shielded by a parapet wall, thereby removing line-of-sight transmission onto other, adjacent land uses.
- 3) Waste collection services would occur within the hours specified in City Municipal Code Section 8.16.130 (i.e., Monday through Saturday, 6:00 AM to 7:00 PM).
- 4) The facility would be open from 6:00 AM to 10:00 PM, seven days a week, which is generally consistent with the hours specified in Municipal Code Section 8.34.030(D) for loading, and unloading of boxes, crates, etc. (i.e., hours specified for noise prohibition are from 10:00 PM to 7:00 AM). Furthermore, self-storage activities would generally take place indoors or on the eastern portion of the site where noise from these activities would be shielded from receptor locations. Due to site design, the location where these activities would take place, and the distance from these activities to receptor locations, the project would not conflict with Municipal Code Section 8.34.030(D), because noise would not be generated in such a manner to as to create a noise disturbance.<sup>9</sup>

The ambient noise environment at and in proximity to the site is estimated to range from approximately 60 to 63 dBA Ldn, which is at / in excess of the exterior noise standard established in Municipal Code Section 8.34.020 (i.e., 60 dBA Ldn). The activities proposed would not have the potential to increase the existing ambient noise environment by three dBA or more, which is generally accepted as the level at which an increase in noise levels is perceptible. The project's potential onsite noise levels, therefore, would be less than significant.

*Potential Offsite Traffic Noise Levels:* The proposed project would generate traffic that would be distributed onto the local roadway system and potentially increase noise levels along travel routes. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels (Caltrans, 2013). If the proposed project would not result in a doubling of traffic volumes on the local roadway system, it would not result in a substantial permanent increase in traffic-related noise levels.

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<sup>8</sup> Common building materials such as wood framing materials, plywood, and light concrete/stucco all have transmission loss rating greater than 20 dBA to 25 dBA and are capable of reducing transmitted sound levels by 10 to 15 dBA at minimum.

<sup>9</sup> It should be noted that Municipal Code Section 8.34.050 (Permits) allows exceptions to be made (per Section 8.34.040) to the provisions stipulated in Chapter 8.34.



The Traffic Impact Assessment (TIA) prepared for the proposed project indicates that the project would result in 458 new trips per day, including 30 and 52 new trips during the AM and PM peak hours, respectively. These trips would be split along Sunrise Drive and travel to / from Pacheco Boulevard to the north or Arnold Drive to the south. These additional trips, when added to the existing Average Daily Traffic (ADT) along the northern segment of Sunrise Drive would represent approximately 23 and 30 percent of the existing AM and PM peak hour volumes, respectively. When added to the southern segment of Sunrise Drive, these additional trips would represent approximately 8 and 19 percent of the AM and PM peak hour volumes, respectively (Abrams Associates, 2020). Based on AM and PM peak hour trends, the project would not double traffic volumes on Sunrise Drive on a daily basis.

The proposed project would result in less than a doubling of peak hour and daily traffic volumes on Sunrise Drive and other, surrounding roadways and, therefore, would not result in a substantial, permanent increase in noise levels along the roadways used to access the project. This impact would be less than significant.

- b. Less than Significant Impact.** As described further below, the proposed project would not generate excessive groundborne vibration or groundborne noise levels. This impact would be less than significant.

**Vibration Background Information:** Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. As with airborne sound, the groundborne velocity can also be expressed in decibel notation as velocity decibels, or dBV (FTA, 2018). The vibration of floors and walls may cause perceptible vibration, rattling of items such as windows or dishes on shelves, or a low-frequency rumble noise, referred to as groundborne noise. This report uses peak particle velocity (PPV) to describe vibration effects. Vibration impacts to buildings are usually discussed in terms of PPV in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (e.g., crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as an electron microscope.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Caltrans' *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans, 2018). Chapter six of this manual provides Caltrans' guidelines and thresholds for evaluation potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 8, *Caltrans' Vibration Criteria for Building Damage*, and Table 99, *Caltrans' Vibration Threshold for Human Response*.

**Table 8. Caltrans' Vibration Criteria for Building Damage**

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans, 2018		

**Table 9. Caltrans' Vibration Criteria for Human Response**

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans, 2018		

**Vibration Impact Analysis:** The potential for groundborne vibration is typically greatest when vibratory or large equipment such as rollers, impact drivers, or bulldozers are in operation. For the proposed project, the largest earthmoving equipment would primarily operate during site preparation and grading. This equipment would, at worst-case and for limited periods of time (e.g., two days for site preparation and four days for grading) for Phase 2, operate adjacent to the site's southern property line, approximately 25 feet of the commercial / light industrial use to the south. However, most site work would occur at least 50 feet or more from project property lines. Table , *Potential Groundborne Vibration Levels*, lists the typical vibration levels generated by the type of heavy-duty construction equipment most likely to be used during project construction, as well as the estimated vibration levels at distances of 25 feet (the closest structure in proximity of the project site), 50 feet, 100 feet, and 400 feet from the project site.

As shown in Table , construction equipment vibration levels from a roller, large bulldozer, or small bulldozer, could exceed Caltrans vibration detection thresholds (see Table 9) for "barely perceptible" (0.035 inches/second) and approach thresholds for "distinctly perceptible" (0.24 inches/second) when operating in close proximity (within 25 feet) to adjacent structures and would, therefore, likely be perceptible at this location. This, however, is not considered to be excessive, because any equipment operation near property lines would be short in duration and intermittent (lasting only a few hours or days in work areas closest to building locations). As construction equipment moves

around the site and operates at distances of 50 feet or more from nearby residences, vibration levels would begin to drop to levels that would not be perceptible according to Caltrans' thresholds. Additionally, potential construction vibration levels would not result in structural damage because the estimated vibration levels are substantially below Caltrans' thresholds for potential damage to even the most sensitive of residential buildings (2.00 inches/second for modern, industrial and commercial structures). Thus, short-term, intermittent construction equipment vibration levels would not be excessive. The impact would be less than significant.

**Table 10. Potential Groundborne Vibration Levels**

Equipment	Peak Particle Velocity <sup>(A)</sup> (Inches/Second) at Distance			
	25 Feet	50 Feet	100 Feet	400 Feet
Vibratory Roller	0.21	0.085	0.035	0.006
Large Bulldozer	0.089	0.036	0.015	0.002
Small Bulldozer	0.03	0.012	0.005	0.001
Loaded Truck	0.076	0.031	0.013	0.002
Jackhammer	0.035	0.014	0.006	0.001
Sources: Caltrans, 2018 and FTA 2018. (A) Estimated PPV calculated as: $PPV(D)=PPV(ref)*(25/D)^{1.3}$ where $PPV(D)$ = Estimated PPV at distance; $PPV_{ref}$ = Reference PPV at 25 ft; $D$ = Distance from equipment to receiver; and $n$ = ground attenuation rate (1.3 for competent sands, sandy clays, silty clays, and silts).				

Once operational, the proposed project would not result in the operation of sources that would generate substantial groundborne vibration levels. The impact would be less than significant.

- c. **Less than Significant Impact.** The project site is approximately one mile west of the Buchanan Field Airport, which is a public airport. The *Contra Costa County Airport Land Use Compatibility Plan* (ALUC) contains land use compatibility criteria and policies applicable to local agencies in preparing land use plans and ordinances and to landowners in the design of new development.

The proposed project is not located within an existing or future noise level contour and, therefore, would not expose people working or residing in the project area to excessive aircraft noise levels. This impact would be less than significant (Contra Costa County, 2000).

The Plan contains noise, safety, and airspace protection (i.e., building and structure height) compatibility criteria intended to determine whether a proposed land use plan, ordinance, or development is compatible with the Airport's activities. The Plan designates composite noise contours, safety zones, and airspace protection overlay zones based upon the noise, safety, and airspace protection criteria. The project is not located within the Airport's designated composite noise contour areas or safety zones, and therefore is not subject to land use restrictions related to acceptable noise levels and safety in the Airport vicinity. The impact would be less than significant.

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## 6.14 Population and Housing

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				✓

**Conclusion:** Regarding population and housing, the proposed project would not result in any significant environmental impacts.

- a. Less than Significant Impact.** The project would not include the construction of any new homes or a substantial amount of new businesses or infrastructure, and therefore would not induce substantial unplanned population growth. The proposed self-storage facility is intended to serve the local population.
- b. No Impact.** The proposed project site does not include existing housing or other habitable structures. No people would be displaced by the project, and no housing would be displaced by the project. Therefore, no replacement housing is necessitated.

## 6.15 Public Services

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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			✓	

**Conclusion:** Regarding public services, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** The City of Martinez is served by the Contra Costa County Fire Protection District. The District includes Emergency Operations, Support Services, Training/Safety, Emergency Medical Services (EMS), Communications, Administration, and Fire Prevention Bureau Divisions (Contra Costa County Fire Protection District 2018). The District provides services related to fire prevention, training and safety, and standard fire department operations, including emergency response, emergency medical services, and hazardous materials control. The District's service area encompasses 304 square miles in 20 cities and areas of unincorporated Contra Costa County. In total, the District serves a population of approximately one million people (Contra Costa County Fire Protection District 2018).

The Contra Costa County Fire Protection District currently operates 25 active fire stations and 27 companies, and consists of over 400 employees, including 288 firefighters (Contra Costa County Fire Protection District 2018). The active fire stations closest to the project site are Station 09 and Station 13. Station 09 is located at 209 Center Avenue, Pacheco, approximately 1.22 miles southeast of the project site. Station 13 is located at 251 Church Street, Martinez, approximately 2.37 miles west of the project site.

Station 09 would likely be the first to respond to calls from the project site. The proposed project is anticipated to marginally increase demand for fire protection services, but it is not expected to compromise response times, exceed planned staffing levels or equipment, nor require the construction of additional fire facilities. Additionally, the City and the Contra Costa County Fire Protection District Engineering and Plan Review Division would review the project design prior to

the issuance of a building permit to ensure incorporation of adequate fire and safety features into the project, including adequate Fire Protection District vehicle and equipment access.

The City has also adopted the California Fire Code by reference through ratification of the Contra Costa County Fire Protection District Fire Code (Chapter 15.28 of the City Code) with modifications for local conditions. Policies from the Fire Code that would reduce fire risk on the project site and, therefore, decrease demand on fire services include, but are not limited to, the policies listed in Table 11 below:

**Table 11. Contra Costa County Fire Protection District Fire Code Policies**

<b>Policy Number</b>	<b>Subject Matter</b>
105.7.26	Access for fire apparatus
105.7.27	Construction, alteration, or renovation of a building for which a building permit is required
105.7.31	Water supply for fire protection
304.1.2	Vegetation
321.3	Weeds and Rubbish a Public Nuisance
503.1.4	Access to Open Spaces
505.3	Street names and addressing
903.2.1.8	Group B [automatic sprinkler system]
903.2.9	Group S-1 [automatic sprinkler system]
903.4.2	Alarms
907.5.2.3.1	Public and common areas
907.6.6	Monitoring of fire alarm systems
5001.5.3	Emergency response support information

The project could slightly increase demand for fire services, but the project site is located close to Station 09. Compliance with the California Fire Code and project review by the Contra Costa County Fire Protection District Engineering and Plan Review Division would result in less than significant impacts related to fire protection.

- b. Less than Significant Impact.** The City of Martinez is under the jurisdiction of the Martinez Police Department (MPD). The MPD provides police protection services throughout the city. MPD headquarters is located at 525 Henrietta Street, approximately 3.06 miles northwest of the project site and roughly 10 minutes away by vehicle. The MPD services include an abandoned vehicle program, security camera registration, dispatch, emergency operations management, and emergency training opportunities, including a CERT (Community Emergency Response Team) program (MPD 2020).

The project does not propose residential uses. The proposed project could slightly increase demand for police protection services but is not expected to compromise response times or exceed planned staffing levels/equipment nor directly require the construction of additional police facilities. In addition, the project developer is required to pay the City Police Facilities Impact Mitigation Fee for new development. Currently, the fee for the Retail land use category is \$0.39 per square foot (City of Martinez 2019). The impact would be less than significant.

- c. Less than Significant Impact.** The project does not propose residential uses and would not induce population growth. The proposed project is expected to serve the local community. The project would not result in the need for new or renovated school facilities. The impact would be less than significant.

**d. Less than Significant Impact.** The proposed project does not include residential uses and would not induce population growth. The project expects to have up to three full-time employees and is expected to serve the local community. The project would not require new or expanded recreation facilities. The impact would be less than significant.

The project developer is required to pay the City Park & Recreation Impact Mitigation Fee for new development. Currently, the fee for the Retail land use category is \$1.09 per square foot (City of Martinez 2019).

**e. Less than Significant Impact.** The project does not propose residential uses and would not induce population growth. The project expects to have up to three full-time employees. The project would not require new or expanded library or other public facilities. The impact would be less than significant.

### **References:**

City of Martinez. 1973. *Martinez General Plan*. "Safety Element". Available at: <https://www.cityofmartinez.org/depts/planning/advance.asp> (accessed August 4, 2020).

City of Martinez. 2019. "Master Fee Schedule." Available at: <https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=15645> (accessed August 4, 2020).

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Contra Costa County Fire Protection District. 2019. "Ordinance NO.2019-37, Fire Code." Available at: <https://www.cccfpd.org/pdfs/firecode.pdf> (accessed August 4, 2020).

Martinez Police Department. 2020. "Martinez Police Department Overview." Available at: <https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=19981> (accessed August 4, 2020).



## 6.16 Recreation

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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?				✓

**Conclusion:** Regarding recreation, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

- a. Less than Significant Impact.** The project does not propose housing and would not induce population growth. The project does not require or include recreational amenities. The project is expected to have up to three full-time employees and is expected to serve the local community. There would be minimal, if any, increase in the use of existing parks and recreational facilities in the project vicinity. The impact would be less than significant.
- b. No Impact.** The project does not propose onsite or offsite recreational facilities or require the construction or expansion of recreational facilities. There would be no impact.

### **References:**

City of Martinez. 1973. *Martinez General Plan*. "Parks and Recreation Element." Available at: <https://www.cityofmartinez.org/depts/planning/advance.asp> (accessed August 3, 2020).

City of Martinez. 2020. "City of Martinez Parks." Available at: <https://www.cityofmartinez.org/depts/recreation/parks/default.asp> (accessed July 31, 2020).

City of Martinez. 2019. "Master Fee Schedule." Available at: <https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=15645> (accessed August 4, 2020).

## 6.17 Transportation

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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 15064.3, subdivision(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?			✓	

**Conclusion:** Regarding transportation, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** Abrams Associates prepared a Traffic Impact Analysis (TIA) for the project. The TIA assesses potential project impacts to transit, pedestrian, bicycle, and roadway plans and facilities. No significant project impacts were identified related to these topics. The Abrams analysis and findings related to these facilities are summarized below.

#### *Transit Facilities*

The Central Contra Costa Transit Authority, also known as the County Connection, provides bus service to the area. This agency operates Route 19 along Pacheco Boulevard with a stop less than one quarter mile north of the site. Routes 28 and 98X operate on Muir Road with stops located approximately a half mile south of the project site. Route 29 provides service from the Martinez Amtrak Station to and from the North Concord BART Station. Route 98X provides service from the Martinez Amtrak Station to and from the Walnut Creek BART Station.

The project would not interfere with existing bus routes and would not remove or relocate any bus stops. Additionally, the project would not interfere or conflict with any transit plans or goals of the City of Martinez of Central Contra Costa Transit Authority. The impact to transit facilities would be less than significant.

#### *Pedestrian and Bicycle Facilities*

There are existing bicycle lanes along Arnold Drive west of Gloucester Lane and along Muir Road, approximately 0.5 miles to the southwest of the project site. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting and benches. A network of sidewalks, crosswalks, and curb ramps provides access for pedestrians on Sunrise Drive, the project's frontage. There is a sidewalk along the project site's

Sunrise Drive frontage that would remain. Currently, bicycle and pedestrian facilities are adequate to connect the project site to nearby areas.

There are currently no sidewalks on Pacheco Boulevard, and substandard bicycle lanes. The project would either be required to install frontage improvements along Pacheco Boulevard or pay a “proportionate share” of necessary improvements. Consistent with the City’s Capital Improvement Program, this analysis evaluates potential impacts associated with constructing curb, gutter, and roadway widening along the project frontage along Pacheco Boulevard, even if the project only contributes funds to future improvements.

The Intersection Improvement project includes adding bike lanes, sidewalks, and left turn lanes on Pacheco Boulevard at the intersection with Arnold Drive. To accommodate the transition of the thru lanes outward around the left turn lanes, the taper into the turn lanes, and the turn lanes themselves, the improvements would extend several hundred feet beyond the intersection in both directions and would tie into the improvements needed as part of the Sunset Self-Storage Project. The Intersection Improvement project will probably not be in construction for approximately five years due to utility pole relocation and undergrounding and right of way requirements. As a condition of approval, the City may require a financial contribution toward the frontage improvements in lieu of construction since the frontage improvements would not accomplish any traffic related enhancement until the Intersection Improvement project is completed.

It is anticipated that the project would generate some additional pedestrian and bicycle activity in the area. (Note, however, that with a self-storage facility, customers typically would drive vehicles to the site.) The increase in pedestrian and bicycle activity would be minimal, and the project would not conflict with any adopted plans, policies, or programs that support alternative transportation. The project would not generate pedestrian, bicycle, or transit travel demand that is not able to be supported by current transit, bicycle, or pedestrian facilities and/or plans. The impact to transit, bicycle, and pedestrian facilities would be less than significant.

#### *Roadway Facilities*

The proposed project would create incrementally more demand and subsequent impact on the City’s roadways as traffic is expected to increase as a result of the project. The existing roadway infrastructure in the city is adequate to meet the needs of the project. The project applicant will contribute to roadway maintenance through the payment of local taxes. Furthermore, as a condition of approval for the project, the applicant would also be required to construct or pay a fair share for the construction of a new traffic signal at the intersection of Arnold Drive and Pacheco Boulevard. The physical impact to roadway facilities would be less than significant.

- b. Less than Significant Impact.** Per CEQA Guidelines section 15064.3(c) (Applicability), the provisions of section 15064.3 (Determining the Significance of Transportation Impacts) became applicable as of July 1, 2020. The City has not yet adopted a Vehicle Mile Traveled (VMT) policy. The City is working with Contra Costa County to develop local standards for future VMT analyses. In the interim, the Governor’s Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) is recognized as the professional source for determining if a project’s VMT may be assumed to cause a less than significant transportation impact. According to the Technical Advisory, “*By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less than significant transportation impact. Regional-serving retail*

*development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less than significant.”*

The proposed project is considered locally serving retail because customers typically live or work within two miles of their self-storage facility so that they can have convenient access to their belongings (see statistics in Section 6.3.b, Air Quality, of this Initial Study). There are nine self-storage facilities within three miles of the project site. By adding an additional self-storage facility in eastern Martinez, the project would reduce travel distance for Martinez residents who require self-storage facilities. Furthermore, the project is unlikely to attract regional customers because they would likely drive past several other existing self-storage facilities along State Route 4 or Highway 680 to reach the proposed facility. For these reasons, the project is considered a local-serving retail development that is would result in a less than significant transportation impact under CEQA Guidelines section 15064.3.

- c. **Less Than Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project considerably increased hazards due to a design feature or introduced incompatible uses to the existing circulation system. The project does not include any feature that would create a roadway or traffic hazard that could not be mitigated to less than significant levels.

The proposed project would have three driveways on Sunrise Drive, which is a two-way street. The proposed driveways would be two-way and would allow vehicles to enter and exit the project. Vehicles would also circulate in a two-way direction on site to parking, loading areas, and the administrative office. Sight distance was evaluated in the Traffic Impact Analysis (TIA). The TIA concluded that the project driveways would have adequate sight distance and would not require the installation of all-way stop control or traffic signals at the driveway intersections for safety reasons. However, the report does make the assumption that the project driveway intersections would be controlled with a stop sign as vehicles exit the project onto Sunrise Drive; this would be a City requirement. To ensure that adequate sight distances are maintained, the TIA also recommends that trees adjacent to driveways be kept limbed up to at least eight feet and all adjacent groundcover be trimmed no higher than two feet. This recommendation has been carried forward as a mitigation measure and condition of approval for the project; see **Mitigation Measure TRANS-1**, below. The analysis also concluded that site circulation would function well and would not create any safety or operational issues. The design of the driveways would comply will all applicable City regulations, including sight distances, line-of-sight triangles, and curb design. Therefore, project driveways would not increase hazards in the area.

The project would generate customer traffic in the area consistent with the industrial, commercial, and residential vehicle activity in the vicinity. The project would not result in incompatible uses as it relates to transportation and traffic.

Construction activities may create temporary hazardous conditions for pedestrians, bikers, and drivers. Construction-related impacts would cease upon project completion. **Mitigation Measure TRANS-2** would reduce impacts of temporary construction activities to a less than significant level.

**Mitigation Measure TRANS-1: Tree and Groundcover Maintenance.** To ensure that adequate vehicle and pedestrian sight distances are maintained on Sunrise Drive, the project operator should

maintain all trees adjacent to project driveways to be kept limbed up to at least eight feet and all adjacent groundcover trimmed to be no higher than two feet. The City shall periodically inspect the project to ensure that all trees adjacent to project driveways are kept limbed up to at least eight feet and all adjacent groundcover trimmed to be no higher than two feet.

**Mitigation Measure TRANS-2: Construction Period Transportation Impacts.** The applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications (“Construction Area Traffic Control Devices”) to be followed during construction. The plan shall also specify provision of adequate signing and other precautions for public safety to be provided during project construction. In particular, the plan shall include a discussion of bicycle and pedestrian safety needs due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Engineering Department and local emergency services (i.e., the Police Department and Fire Division) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented.

- d. Less than Significant Impact.** A significant impact would occur if the proposed project would not satisfy emergency design and access requirements of the Contra Costa County Fire Protection Division. A significant impact would also occur if the project would inhibit the ability of emergency vehicles to serve the project site or adjacent uses. Emergency access to the project would occur through the existing road network, and emergency services would enter the property along Sunrise Drive. The proposed project would not result in inadequate emergency access because all access features will satisfy City of Martinez design requirements, including Fire Division requirements, prior to project approval. Therefore, the proposed project would result in less than significant impacts related to emergency access.

### **References:**

Abrams Associates, September 25, 2020. Traffic Impact Analysis Sunrise Self Storage Project.

Office of Planning and Research, December 2018. Technical Advisory on Evaluation Transportation Impacts in CEQA. Available at: [https://www.opr.ca.gov/docs/20190122-743\\_Technical\\_Advisory.pdf](https://www.opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf) (accessed October 2, 2020).

## 6.18 Tribal Cultural Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource define in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register or historical resources as defined in Public Resources Code section 6020.1(k), or		✓		
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.		✓		

**Conclusion:** Implementation of Mitigation Measure CUL-1 (in Section 6.5, Cultural Resources, of this Initial Study) would reduce potential impacts to less than significant levels. Regarding tribal cultural resources, the proposed project would not result in any significant environmental impacts with the incorporation of Mitigation Measure CUL-1, which addresses as-yet undiscovered cultural resources.

### **Documentation:**

**ai. Less than Significant with Mitigation Incorporated.** As detailed in Section 6.5, Cultural Resources, the California Historical Resources Information System (CHRIS) search at the Northwest Information Center (NWIC) failed to show any known archaeological resources on the project site, and no prehistoric archaeological resources within 0.5 miles of the project.

A Sacred Lands File (SLF) search was conducted through the Native American Heritage Commission (NAHC). The SLF search was returned with negative results. None of the tribes replied to the scoping letters, with the exception of the Wilton Rancheria, who requested AB52 consultation. MIG (the CEQA consultant) forwarded the message onto the City. MIG requested additional information from the Wilton Rancheria regarding potential resources and provided additional information regarding the project. The tribe reviewed the information, withdrew the AB52 request, and stated that the tribe had no concern with the project.

The cultural resources records search results conducted by the NWIC indicate that there are no Tribal Cultural Resources (TCR) or archaeological resources relating to TCRs located on the

project site. No recorded archaeological site will be impacted by the proposed project. Additionally, a Sacred Lands File Search through the Native American Heritage Commission (NAHC), Native American Scoping, and an archaeological pedestrian field survey, all failed to indicate TCR's or archaeological (prehistoric and historic) resources relating to TCRs within the project site. Therefore, the proposed project would not result in a substantial adverse change in the significance of TCRs as defined in CEQA Guidelines section 15064.5.

Based on the results of the SLF search and Native American outreach, although no specific resources were discovered, cultural resources could be present, and project excavation could result in the discovery of prehistoric archaeological resources. In the event that project ground-disturbing activities disturb, damage, or destroy previously unknown buried prehistoric features, sites or artifacts, a significant impact could occur. Implementation of Mitigation Measure CUL-1 (in Section 6.5, Cultural Resources, of this Initial Study) would reduce potential impacts to undiscovered cultural resources to a less than significant level.

**iii. Less than Significant with Mitigation Incorporated.** Some Native American artifacts may not be considered unique archaeological resources under the CEQA guidelines (i.e., it does not possess a special and particular quality such as being the oldest of its type or the best available example of its type, or it is not directly associated with a scientifically recognized important prehistoric event or person). However, it is possible for a lead agency to determine that an artifact is considered significant to a local tribe, and therefore considered a significant resource under CEQA. Mitigation Measure CUL-1 included in Section 6.5, Cultural Resources, of this document includes language that all Native American artifacts are to be considered significant until the lead agency has enough evidence to determine an artifact not significant. This ensures that the default assumption is that all Native American artifacts are significant resources under CEQA. Implementation of Mitigation Measure CUL-1 would reduce this potential impact to undiscovered Native American artifacts resources to a less than significant level.

### **References:**

Kroeber, A.L. 1976. Handbook of the Indians of California. Dover Publications Inc. New York. (Originally Published 1925)

Mayberry, Mariah, 2020. Wilton Rancheria Tribe, Personal Communication. August 11, 2020 – September 10, 2020.

National Park Service 1988. Five Views: An Ethnic Historic Site Survey for California. Available at: [https://www.nps.gov/parkhistory/online\\_books/5views/5views.htm](https://www.nps.gov/parkhistory/online_books/5views/5views.htm) (accessed August 26, 2020).

National Park Service, 2020. National Register of Historic Places Digital Archive on NPGallery. Available at: <https://npgallery.nps.gov/NRHP/AdvancedSearch/> (accessed August 26, 2020).

Native American Heritage Commission. Sacred Lands File Search, 2020. Martinez Self Storage (MIG 10859) Project, Contra Costa County. Unpublished letter kept on file with NAHC and MIG, Inc.

Northwest Information Center (NWIC) 2020. California Historical Resources Information System (CHRIS) search, NWIC File No. 20-0238. Unpublished document not available for public release, kept on file with NWIC and MIG, Inc.

## 6.19 Utilities and Service Systems

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<b>Would the project:</b>				
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 area 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?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

**Conclusion:** Regarding utilities and service systems, the proposed project would not result in any significant environmental impacts.

### **Documentation:**

**a. Less than Significant Impact.** The proposed project would not result in the relocation or construction of new or expanded water supply, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunication facilities that would cause a significant environmental effect.

#### **Water:**

The project would connect to the existing 24-inch water main underneath Pacheco Boulevard that is maintained by the Contra Costa Water District (CCWD). Prior to issuance of building permits, the developer would be required to provide the City and CCWD with a detailed evaluation indicating specifications for any minor modifications needed to the existing municipal conveyance system to accommodate project needs. Construction of new water supply connection and other minor water supply modifications would be conducted in compliance with the City's Public Improvement Standards and City-approved utilities construction Best Management Practices (BMPs); therefore, this standard construction activity can be considered less than significant. No new public water supply facilities would be needed to serve the proposed project. The impact would be less than significant.



**Wastewater:**

The project would be served by the Mountain View Sanitation District (MVSD) for wastewater services. City growth is accounted for in the City's General Plan and the MVSD has planned for the growth and infrastructural demands of the City and its surrounding area. Increase in wastewater and sewer services from project development would be consistent with the City's General Plan and anticipated by MVSD. Furthermore, as discussed in Section 6.11, Land Use and Planning, the project would be consistent the City's General Plan land use and zoning designations for the project site.

Per a 2015 Sphere of Influence Study by the Contra Costa Local Agency Formation Commission (LAFCO) the MVSD wastewater treatment plant is designed to have a capacity of 3.2 million gallons per day whereas the current flow (demand) is 1.25 million gallons per day. The project would generate a relatively small increase in wastewater compared to the existing generation from the MSVD service area and capacity of the MSVD treatment plant. The project applicant would also be required to obtain a sewer connection permit and pay fees for permitting and connection to the MSVD system. By paying this fee and obtaining appropriate permits, this would help ensure that MSVD has adequate system capacity to serve the project's current and future service demands.

The proposed project would not introduce new land uses or operations that would generate wastewater that could cause MVSD to exceed wastewater treatment requirements. No new public wastewater conveyance or treatment facilities would be needed to serve the proposed project. The impact would be less than significant.

**Storm Water:**

The project site is currently occupied by RV storage, two trailer structures, and a gravel parking area. The eastern (sloped) part of the site is undeveloped and western (flat) part is mostly graveled. The proposed project would generate storm water runoff from impervious surfaces which, according the project's storm water control plan, would total 103,898 square feet. Storm water treatment and retention would be accomplished through a combination of onsite filtration and bioretention infrastructure. Runoff would be diverted by drainage gutters into a 6,410 square-foot bioretention area site at the northern portion of the site. All runoff would be routed through underground soil and stone filters for water quality. Refer to Section 6.10, Hydrology and Water Quality, for a further discussion of project storm water infrastructure and runoff treatment.

The project's Preliminary Storm Water Control Plan has proposed onsite storm drainage improvements, low impact development (LID) design strategies, and maintenance (operational) requirements. These include the construction and utilization of a bioretention area with appropriately sized filters, signage to indicate "no dumping," plant selection to minimize the use of fertilizers and pesticides, and project design so that impervious surfaces drain to integrated management practices (IMPs). In addition, prior to issuance of the project grading permit, the applicant shall submit the project Storm Water Pollution Prevention Plan (SWPPP) for review and approval by the City Engineer. The approved SWPPP shall be maintained and implemented throughout entire project construction period. The City shall verify that all post-construction BMPs are installed and functioning properly prior to issuing a certificate of occupancy. The proposed bioretention area would provide peak flow management, and runoff would be metered into existing municipal storm water drains. The impact from storm water infrastructure construction and operation would be less than significant.

**Electric Power:**

The proposed project would generate demand for electric power. The project would connect to and be served by existing electricity infrastructure owned and operated by PG&E. Multiple PG&E transmission poles and power lines are located adjacent to the project site running parallel to Sunrise Drive. The process of connecting the project to existing infrastructure is expected to be standard for conveying electrical power to a commercial project. Construction would be conducted in compliance with City-approved BMPs for utilities infrastructure improvements. No new electric power generation facilities would be required to serve the project. The impact would be less than significant.

**Natural Gas:**

The proposed project may generate demand for natural gas to heat the facility. The project would be served by existing natural gas infrastructure owned and operated by PG&E. Several PG&E natural gas pipelines run through the city to the northeast of the project site along Pacheco Boulevard (PG&E Pipe Locator). Though no new natural gas facilities would be needed to serve the proposed project, natural gas improvements would be required to connect project components to existing natural gas pipelines. The process of connecting the project to existing infrastructure is expected to be standard for conveying natural gas to a commercial development. Construction would be conducted in compliance with City-approved BMPs for utilities infrastructure improvements. No new natural gas facilities would be needed to serve the project. The impact would be less than significant.

**Telecommunications:**

The proposed project would connect to existing telecommunications infrastructure. A telecommunications provider for the project has not yet been selected. Telecommunications infrastructure is often grouped with electric power infrastructure on utility poles and transmission towers; therefore, it can be reasonably assumed the project would connect to telecommunications infrastructure on existing utility poles. The process of connecting the project to existing infrastructure is standard for transmitting internet and other telecommunications services to a commercial development. Construction would be conducted in compliance with City-approved BMPs for utilities infrastructure improvements. Connection to existing telecommunications infrastructure would not cause significant environmental effects. The impact would be less than significant.

In summary, the project would not require or result in the construction of new public or private utilities and service facilities. However, project completion would require a connection of water and wastewater pipes to existing infrastructure on Pacheco Boulevard. Other infrastructure improvements would connect project components to existing public and private utilities infrastructure. City standards would include undergrounding all new connections to overhead facilities, including electric, telephone, and television lines. Construction of the new or expanded utilities infrastructure would comply with City standards, and impacts would be less than significant.

- b. Less than Significant Impact.** The City of Martinez's primary source of potable water is from the San Joaquin River Delta, distributed by the Contra Costa Water District (CCWD). CCWD's water service area includes the city limits and several unincorporated areas of Contra Costa County. The City works with the Contra Costa Water District to provide water to customers and users within the city boundaries.

As discussed in Section 6.10b, Hydrology and Water Quality, of this Initial Study, the project would generate a demand for water in order to support 1,280 square feet of office space (including two

restrooms) and 33,382 square feet of landscaping. Per the landscaping plans, estimated water use would equate to 320,417 gallons per year. To support the office space, approximately 19,200 gallons of water would be consumed a year. Therefore, water demand for the project is estimated at 339,617 gallons per year, or 1.04 AF. This calculation is further detailed in Section 6.10b (see footnote #3 on Page 77).

Project water consumption is expected to be approximately 1.04 AF per year. The 2015 UWMP concludes the City will continue to be able to provide water to customers in normal, dry, and multiple dry years. Considering existing and future projected water supplies and city water consumption, the City has adequate water supplies to serve the proposed project. No new water supply source or entitlements would be necessary, and the impact would be less than significant.

- c. **Less than Significant Impact.** See the wastewater discussion in Section 6.19.a, above. The MVSD wastewater treatment facility would have adequate capacity to treat project wastewater in addition to existing commitments. No new public wastewater conveyance or treatment facilities would be needed to serve the proposed project.
- d. **Less than Significant Impact.** The City of Martinez is responsible for solid waste collection at the project site. The City has a service agreement with Republic Services for waste collection and disposal. Solid waste and recyclable items would be taken from the project site to the Contra Costa Transfer and Recover Station located in the city, 3.5 miles north of the project site. Solid waste would then be transferred to the Keller Canyon Landfill in Pittsburg. The landfill site is 1,399 acres and is permitted to accept 3,500 tons of waste per day. The landfill site has an estimated permitted capacity of 75 million cubic yards. Because the Keller Canyon Landfill has substantial capacity to accommodate the project's solid waste disposal needs, the project waste impact would be less than significant.
- e. **Less than Significant Impact.** The project involves construction and demolition activities requiring materials to be removed and recycled offsite. The primary State legislation regarding solid waste is AB939, the Integrated Waste Management Act, adopted in 1989. AB939 requires local jurisdictions to achieve a minimum 50 percent solid waste diversion rate. A minimum 50 percent diversion rate for construction demolition and debris is also required. The project would not conflict with State laws governing construction or operational solid waste diversion and would comply with local implementation requirements.

The City adopted an ordinance that requires construction and remodeling projects to reuse or recycle construction debris. The ordinance complies with CALGreen, which is part of California's statewide mandatory green building code. Per the ordinance, the City requires that all construction or demolition projects complete and submit a Waste Management Plan (WMP) form that identifies the types of debris generated by the project and how they will be managed. Per the City's ordinance, all projects must adhere to a 65 percent recycling diversion requirement for all project construction debris generated. The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and therefore the impact would be less than significant.

### **References:**

Alexander & Associates, March 1, 2018. "Preliminary Stormwater Control Plan for 4801-4841 Sunrise Drive."

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## 6.20 Wildfire

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			✓	
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?			✓	

**Conclusion:** Regarding wildfire, the proposed project would not result in any significant environmental impacts. The project site is located in a local responsibility area (LRA) according to the CAL FIRE FRAP (Fire and Resource Assessment Program) Map (CAL FIRE 2009), and the site is not in a fire hazard severity zone.

### **Documentation:**

**a. - d. Less than Significant Impact.** The project site is not located in a fire hazard severity zone according to the CAL FIRE FRAP Map (CAL FIRE 2009). According to the FRAP Map, the project is located in a local responsibility area (LRA). The nearest very high fire hazard zone occurs in Martinez approximately three miles west of the project site in a wildland-dominated area. The project area is commercial and industrial, and the impact of the project on wildfire risks would be less than significant.

### **References:**

CAL FIRE. 2009. "Martinez Very High Fire Hazard Severity Zones in LRA." Available at: <https://osfm.fire.ca.gov/media/5780/martinez.pdf> (accessed July 31, 2020).

## 6.21 Mandatory Findings of Significance

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
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 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?			✓	

**Conclusion:** The proposed project would not result in any significant environmental impacts, as related to mandatory findings of significance.

### **Documentation:**

**a. Less than Significant with Mitigation Incorporated.** The project would be built on an area that is already impacted by development. As discussed in Section 6.4, potential cumulative impacts to fish and wildlife species are less than significant with incorporation of Mitigation Measures BIO-1 and BIO-2.

The project site is not known to have any association with an important example of California’s history or prehistory. As discussed in Section 6.5, construction-phase procedures would be implemented in the event any archaeological or paleontological resources are discovered during grading and excavation, consistent with Mitigation Measure CUL-1. Implementation of this Mitigation Measure would ensure that impacts related to cultural resources would be less than significant.

**b. Less than Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The project's contribution to long-term, cumulative impacts would not be significant. In particular, the project is subject to development permitting fees and property taxes to offset project related impacts to public services and utility systems such as fire protection services, traffic control and roadways, storm drain facilities, water and wastewater facilities, and other public facilities and equipment. The impacts would be less than significant. As discussed in Section 6.1, the project would not substantially impact any scenic vistas, scenic resources, or the visual character of the area, and would not result in excessive light or glare.

- c. **Less than Significant Impact.** Potential impacts were analyzed in Sections 6.1 thru 6.20, and no evidence is presented that this project would degrade the quality of the environment. The City hereby finds that, with implementation of the incorporated Mitigation Measures listed in this Initial Study, there would be no substantial, adverse impacts on human beings, directly, or indirectly, with mitigation incorporated.

## 7. Lead Agency and Consultants

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### **Lead Agency:**

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Mike Chandler, Interim Community Development Director

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