

**Department of
Conservation and
Development**

30 Muir Road
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra
Costa
County**



John Kopchik
Director

Aruna Bhat
Deputy Director

Jason Crapo
Deputy Director

Maureen Toms
Deputy Director

Amalia Cunningham
Assistant Deputy Director

September 10, 2021

**NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A
PROPOSED MITIGATED NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Contra Costa County Department of Conservation and Development, Community Development Division, has prepared an initial study evaluating the potential environmental impacts of the following project:

- 1. Project Title:** Heritage View 38-lot Subdivision
- 2. County File Number:** #CDSD20-09545
- 3. Lead Agency:** Contra Costa County
Department of Conservation and Development
- 4. Lead Agency Contact Person and Phone Number:** Jennifer Cruz, Principal Planner
(925) 655-2867
- 5. Project Location:** 197 Midhill Road, Martinez, CA
APN: 161-150-009
- 6. Applicant's Name, Address, and Phone Number:** Kathryn Watt for DeNova Homes, Inc.
1500 Willow Pass Court
Concord, CA 94520
(925) 605-9304
- 7. Description of Project:** The applicant seeks approval of a vesting tentative map to subdivide the approximately 9.92-acre project site into 38 residential lots and seven common area parcels for private streets, detention basins, and open space areas. The residential lots range

in size from 6,000 – 8,650 square feet. The common area parcels (Parcels A, B, C) range in size from 0.18 – 1.51 acres. Approximately two acres of the eastern portion of the property will remain as open space (Parcel D). The project also includes the demolition of the existing residence and accessory buildings on the project site to allow the construction of 38 residences and retaining walls up to 6 feet tall, and the construction of private streets and sidewalks. There will be approximately 101 code-protected trees removed, and work will occur within the dripline of an additional seven code-protected trees. There will be approximately 36,300 cubic yards of cut and fill.

- 8. Surrounding Land Uses and Setting:** The subject property is located in the unincorporated Martinez area of the County and is also surrounded by the boundaries of the City of Martinez. Interstate 680 is approximately 0.67 miles east of the property and Highway 4 is approximately 0.61 miles south of the property. The surrounding area primarily consists of single-family residences. The Viano Vineyards is located directly north and east of the subject property.

The approximately 9.92-acre site is located on Midhill Road in the unincorporated Martinez area of the County. The subject property connects to Midhill Road on the west. There is an existing easement from Medford Court about midway along the southern property line. The site ranges in elevation from 260 in the northeast corner to 130 at the southwest corner. The eastern portion of the site is hillside (3:1 or flatter). A one hundred-foot-wide Pacific Gas & Electric Company easement for transmission lines crosses the site in a north–south direction.

The central portion of the site has a residence and several buildings, the east portion is open, with some perimeter fencing. The surface vegetation consists of moderate growth of trees, shrubs and grasses. There are approximately 123 trees on-site and directly adjoining the site.

- 9. Determination:** The County has determined that without mitigation the project may result in significant impacts to the environment. Therefore, pursuant to California Code of Regulations Section 15070, a Mitigated Negative Declaration/Initial Study has been prepared which identifies mitigation measures to be incorporated into the project that will reduce the impacts to less than significant levels. Prior to adoption of the Mitigated Negative Declaration, the County will be accepting comments on the Mitigated Negative Declaration/Initial Study during a 30-day public comment period.

A copy of the Mitigated Negative Declaration/Initial Study may be reviewed on the Department of Conservation & Development webpage at the following address:

Weblink: <https://www.contracosta.ca.gov/4841/CEQA-Notifications>

Public Comment Period – The period for accepting comments on the adequacy of the environmental document will begin on **Friday, September 10, 2021**, and extend to **5:00 P.M., Monday, October 11, 2021**. Any comments should be submitted in writing to the following address:

Contra Costa County
Department of Conservation & Development
Attn: Jennifer Cruz
30 Muir Road
Martinez, CA 94553

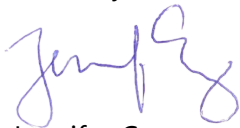
or;

via email to Jennifer.Cruz@dcd.cccounty.us

The proposed Mitigated Negative Declaration will be considered for adoption at a meeting of the County Zoning Administrator. The hearing date before the County Zoning Administrator has not yet been scheduled. The hearing will be held online, with public participation available via online access or via telephone. Hearing notices will be sent out prior to the finalized hearing date.

For additional information on the Mitigated Negative Declaration and the proposed project, you can contact me by telephone at (925) 655-2867, or email at Jennifer.Cruz@dcd.cccounty.us.

Sincerely,



Jennifer Cruz
Principal Planner

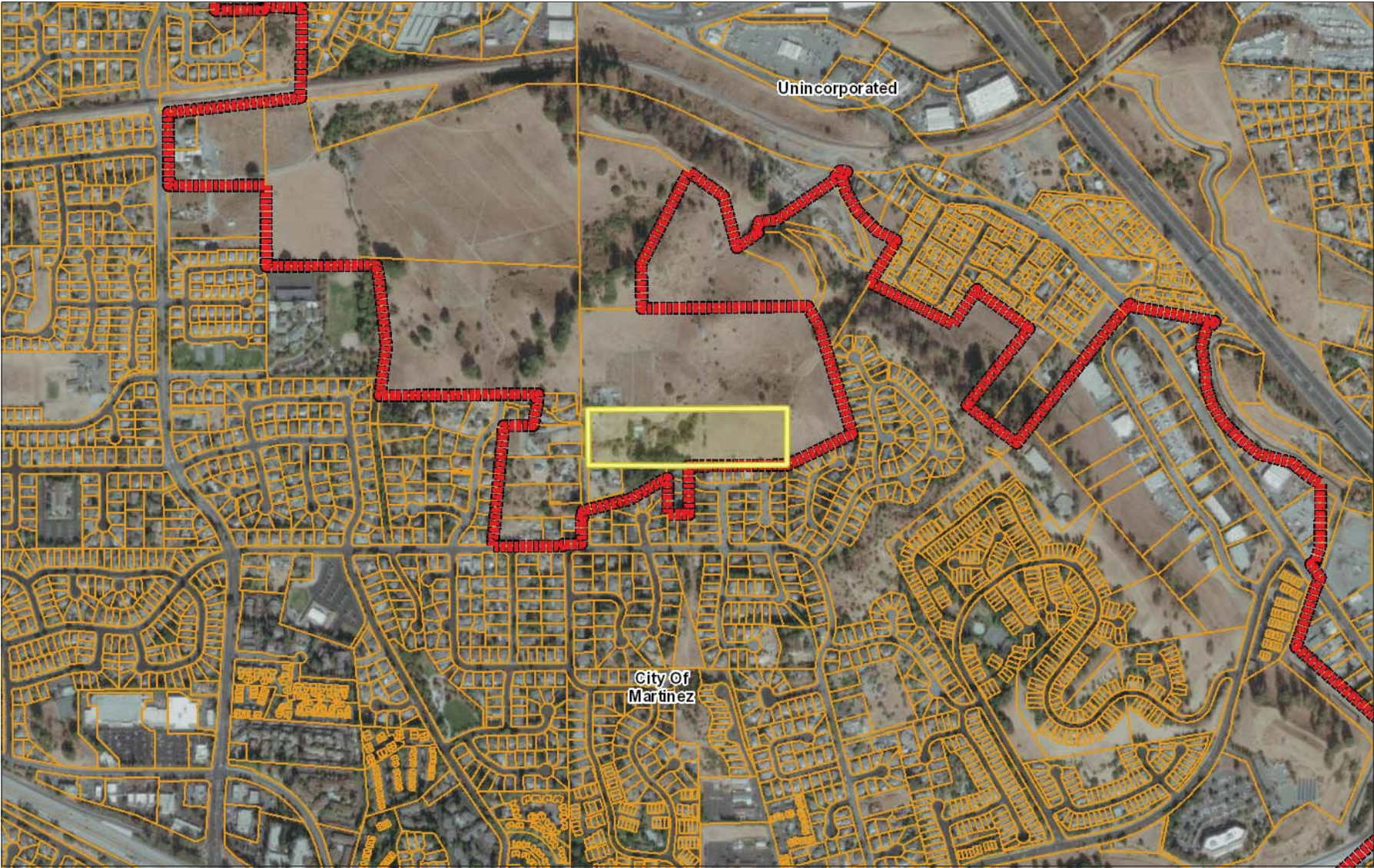
cc: County Clerk's Office (2 copies)

Attachments: Project Vicinity Map and Vesting Tentative Map

Vicinity Map



- Legend
- City Limits
 - Unincorporated
 - Assessment Parcels
 - World Imagery
 - Low Resolution 15m Imagery
 - High Resolution 60cm Imagery
 - High Resolution 30cm Imagery
 - Citations



City Of
Martinez

Unincorporated

1:9,028



Notes
Contra Costa County - DOIT GIS

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

MARTINEZ • CONTRA COSTA COUNTY • CALIFORNIA

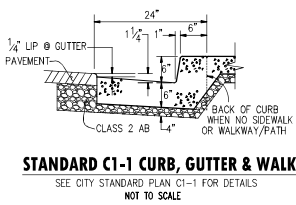
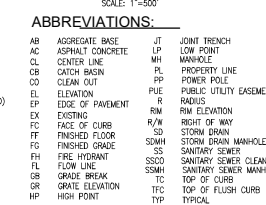
AUGUST, 2020
UPDATED: FEBRUARY ,2021

1. OWNER: BRENT LEE ECHOLS & KATHLEEN M. ECHOLS LIVING TRUST

DEVELOPER: DENOVA HOMES
1500 WILLOW PASS COURT
CONCORD, CA 94520
CONTACT: THENT SANSON

CIVIL ENGINEER : MERIDIAN ASSOCIATES, INC.
1300A WILLOW PASS COURT
CONCORD, CA 94520
CONTACT: HOMAYUN KARIM

SOILS ENGINEER : STEVENS, FERRONE & BAILEY
1600 WILLOW PASS COURT
CONCORD, CA 94520
PROJECT NO. 155-89 DATED: AUGUST 14, 2020)
CONTACT: KEN FERRONE



SUBDIVISION 9545	VESTING TENTATIVE MAP	HERITAGE VIEW	SHEET NO. C-1 OF 9 SHEETS
NOTES AND STREET SECTIONS			
MARTINEZ	CONTRA COSTA COUNTY	CALIFORNIA	JOB NO. 19-18-01

CEQA ENVIRONMENTAL CHECKLIST FORM

- 1. Project Title:** Heritage View 38-lot Subdivision
County File #CDSD20-09545
- 2. Lead Agency Name and Address:** Contra Costa County
Department of Conservation and Development
30 Muir Rd.
Martinez, CA 94553
- 3. Contact Person and Phone Number:** Jennifer Cruz, Principal Planner, (925) 655-2867
- 4. Project Location:** 197 Midhill Road, Martinez, CA
APN: 161-150-009
- 5. Project Sponsor's Name and Address:** Kathryn Watt for DeNova Homes, Inc.
1500 Willow Pass Court
Concord, CA 94520
- 6. General Plan Designation:** The subject property is located within the Single-Family Residential-High Density (SH) General Plan land use designation.
- 7. Zoning:** The subject property is located within the Single-Family Residential (R-10) zoning district.

- 8. Description of Project:** The applicant seeks approval of a vesting tentative map to subdivide the approximately 9.92-acre project site into 38 residential lots and seven common area parcels for private streets, detention basins, and open space areas. The residential lots range in size from 6,000 – 8,650 square feet. The common area parcels (Parcels A, B, C) range in size from 0.18 – 1.51 acres. Approximately two acres of the eastern portion of the property will remain as open space (Parcel D). The project also includes the demolition of the existing residence and accessory buildings on the project site to allow the construction of 38 residences and retaining walls up to 6 feet tall, and the construction of private streets and sidewalks. There will be approximately 101 code-protected trees removed, and work will occur within the dripline of an additional seven code-protected trees. There will be approximately 36,300 cubic yards of cut and fill.

9. Surrounding Land Uses and Setting:

Surrounding Area: The subject property is located in the unincorporated Martinez area of the County and is also surrounded by the boundaries of the City of Martinez. Interstate 680 is approximately 0.67 miles east of the property and Highway 4 is approximately 0.61 miles south of the property. The surrounding area primarily consists of single-family residences. The Viano Vineyards is located directly north and east of the subject property.

Subject Property: The approximately 9.92-acre site is located on Midhill Road in the unincorporated Martinez area of the County. The subject property connects to Midhill Road on the west. There is an existing easement from Medford Court about midway along the southern property line. The site ranges in elevation from 260 in the northeast corner to 130 at the southwest corner. The eastern portion of the site is hillside (3:1 or flatter). A one hundred-foot-wide Pacific Gas & Electric Company easement for transmission lines crosses the site in a north–south direction.

The central portion of the site has a residence and several buildings, the east portion is open, with some perimeter fencing. The surface vegetation consists of moderate growth of trees, shrubs and grasses. There are approximately 123 trees on-site and directly adjoining the site.

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

- Regional Water Quality Control Board
- California Department of Fish and Wildlife
- Contra Costa County Building Inspection Division
- Contra Costa County Public Works Department
- Contra Costa County Health Services Department, Environmental Health Division
- Contra Costa County Fire Protection District
- Contra Costa Water District
- Mountain View Sanitary District

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

Notification of an opportunity to request consultation was submitted to the Wilton Rancheria Indian Tribe on March 11, 2021. There was no request for consultation was received in response to the notice.

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

Environmental Determination

On the basis of this initial evaluation:

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


Jennifer Cruz

Principal Planner
Contra Costa County
Department of Conservation & Development

September 10, 2021
Date

ENVIRONMENTAL CHECKLIST

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

SUMMARY:

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

Figure 9-1 (Scenic Ridges and Waterways) of the Open Space Element of the County General Plan identifies major scenic ridges and scenic waterways in the County. According to this map, the project site is not located near a scenic ridgeway. The project would subdivide the project site into 38 residential lots and construct 38 residences and related improvements on the less sloped area of the site. The eastern area of the property is sloped 26% and greater but would not be developed and would remain as an open area. Therefore, a less than significant impact on a scenic vista is expected.

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

The Scenic Routes Map (Figure 5-4) of the County General Plan's Transportation and Circulation Element identifies scenic routes in the County, including both State Scenic Highways and County designated Scenic Routes. Although the project site is not located in the vicinity of a state scenic highway as designed in the County's General Plan, Interstate 680 is approximately 0.58 miles east of the site. However, as mentioned above, the area being developed is within the less sloped area

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the project site and is not visible from a state scenic highway. Therefore, the project would have a less than significant impact on scenic resources within a state scenic highway.

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

The subject property is located within the Single-Family Residential-High Density (SH) General Plan land use designation and within the Single-Family Residential District (R-10) zoning district. The subject property is primarily surrounded by residential development, except for the property to the north and to the east, which is zoned and use for agricultural lands. The project is to subdivide the subject property into 38 lots and common areas, demolish existing building structures and construct 38 new residences, remove existing trees on-site, and construction of the required improvements for the subdivision. Thus, the project would not conflict with the applicable zoning and other regulations governing scenic quality and would be less than significant.

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

Potential sources of light associated with the project would consist of typical sources of lighting associated with a residential development including lighting from the newly constructed residences, and vehicles traveling to and from the project site. Streetlights approximately 17 feet 6 inches tall for private street lighting would be installed for the proposed development. Although trees and vegetation are proposed at the front of each lot, which will provide some screening and the proposed lighting would be consistent with that of adjoining residential areas, the development of the 38 new residential homes on a currently undeveloped property could increase lighting above existing levels. However, Mitigation Measure (MM) AES-4 would require exterior lighting to be directed downward and away from adjacent properties and public/private right-of-way to prevent excessive light spillover. With the implementation of MM AES-4, lighting impacts would be less than significant.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impact AES-1: New exterior lighting from the project site could adversely affect nighttime views in the area.

MM AES-1: Exterior Lighting: Proposed exterior lighting shall be directed downward and away from adjacent properties and public/private right-of-way to prevent glare or excessive light spillover.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Open Space Element*.
- Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element*.
- Contra Costa County Zoning Ordinance
- Meridian Associates, Inc. 2021. Vesting Tentative Map.

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

SUMMARY:

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

Pursuant to the 2016 Contra Costa County Important Farmland Map, the subject property has been categorized as "other land." Figure 8-2 (Important Agricultural Land Map) of the Conservation Element of the County General Plan does not identify the property as important agricultural area. The property is zoned as Single-Family Residential, R-10 and has a General Plan land use designation of Single-Family Residential-High Density. The project is to subdivide the property into 38 lots and construct a residence on each lot, a use that is consistent with the zoning and general plan. Therefore, the potential for converting Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as categorized by the California Resources Agency, to a non-agricultural use is less than significant.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site is located within residential zoning district. The subject property does not currently have a Williamson Act contract. Therefore, there is no potential for the proposed project to conflict with existing zoning for agricultural uses, or with a Williamson Act contract.

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

The project site is not considered forest land as defined by California Public Resources Code Section 12220(g), timberland as defined by California Public Resources Code Section 4526, or zoned Timberland Production as defined by California Government Code section 51104(g). The project site is zoned for residential uses such as the proposed project. Thus, the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland.

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

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

California Government Code 51104, under the Timberland Productivity Act, defines "timberland" as privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 of the Government Code and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in Public Resources Code 4526 or 12220. With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." As stated in the Contra Costa County General Plan, no land is used for timber harvesting.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) *Would the project involve or result in the loss of forest land or conversion of forest land to non-forest use? (No Impact)*

The project site is a 9.92-acre property that has an existing residence and accessory buildings. The project site is zoned for residential uses and has a General Plan land use designation for Single-Family Residential-High Density. The project to subdivide the site into 38 residential lots and to construct 38 residences and related improvements is consistent with the uses designated for the site. Thus, the project resulting in the loss of forest land or conversion of forest land to non-forest use is less than significant.

- e) *Would the project involve other changes in the existing environment, which due to their location or nature, could result in the conversion of farmland to a non-agricultural use? (Less than Significant Impact)*

The project site is within a residentially zoned area of the County. The project is to subdivide the site into 38 residential lots and to construct 38 residences and related improvements. Construction of a residence is an allowed use within the residential zoning district. The eastern area of the property is sloped 26% and greater but would not be developed and would remain as an open area. Therefore, the proposed project resulting in the conversion of farmland to a non-agricultural use is less than significant.

Sources of Information

- Government Code section 51104(g)
- California Public Resources Code Section 12220(g)
- California Public Resources Code Section 4526
- Contra Costa County Code, Title 8, Zoning Ordinance.
- Contra Costa County General Plan, 2005-2020. *Land Use Element, Conservation Element*
- California Department of Conservation. *Contra Costa County Important Farmland 2016.*

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

SUMMARY:

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

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

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The region is non-attainment for the federal and State ozone standards, the State PM₁₀ standards, and the federal and State PM_{2.5} standards. Potential impacts would result in exceedances of State or federal standards for NO_x or particulate matter (PM₁₀ and PM_{2.5}). NO_x emissions are of concern because of potential health impacts from exposure to NO_x emissions during both construction and operation and as a precursor in the formation of airborne ozone. PM₁₀ and PM_{2.5} are of concern during construction, because of the potential to emit exhaust emissions from the operation of off-road construction equipment and fugitive dust during earth-disturbing activities (construction fugitive dust).

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

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

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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workers traveling to and from the site. In addition, fugitive dust PM₁₀ emissions would result from excavation, trenching, and other construction activities. Construction would occur over approximately 2 years total (site preparation and construction of homes). Site preparation consists of the demolition of an existing home, garage, and several accessory buildings. Approximately 36,300 cubic yards is proposed for grading, which will be balanced on-site.

Construction-related effects from fugitive dust from the proposed project would be greatest during the site preparation and grading phases due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions in the area of the construction site. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity (amount of equipment operating), local weather conditions (such as wind speed), and characteristics such as soil moisture and silt content of the soil. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. For mitigation of fugitive dust emissions, the BAAQMD recommends implementing best management practices (BMPs), as a pragmatic and effective approach to controlling fugitive dust emissions (BAAQMD, 2017a). The BAAQMD notes that individual measures have been shown to reduce fugitive dust by anywhere from 30 percent to more than 90 percent. The BAAQMD considers any project's construction-related impacts to be less than significant if the required dust-control measures are implemented. Without these measures, the impact is generally considered to be significant, particularly if sensitive land uses are located in the project vicinity. There are a number of residences located along the southern and western border of the project site that would be impacted by fugitive dust generated by construction activities. Therefore, implementation of these BMPs would ensure the Project's fugitive dust emissions remained below a level of significance.

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

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- C. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- D. All vehicle speeds on unpaved roads shall be limited to 15 mph.
- E. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- F. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- G. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
- H. The applicant shall post a publicly visible sign with the developer/project manager's name and telephone number regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

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

The project includes construction of 38 single-family residences and related improvements. The surrounding properties are primarily single-family residential uses and agricultural use of a property directly north and east of the project site. The closest school is approximately 0.36 miles northwest of the project site. It is anticipated that sensitive receptors would not be exposed to pollutant concentrations due to the scale of the proposed project. Residential uses typically do not generate substantial pollutant concentrations. Furthermore, the construction activities will be restricted to specific days of the week and to a limited number of work hours in order to lessen the amount of time during the week that sensitive receptors would be exposed to construction-related air quality impacts. F

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

The project includes construction of 38 single-family residences and related improvements. During construction activities, construction equipment exhaust and application of asphalt and architectural coating would temporarily generate odors. Any construction-related odor emissions would be temporary and intermittent. It is anticipated that by the time such emissions reach any

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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sensitive receptor sites, they would be diluted to well below any level of air quality or odor concern. Therefore, construction odors impacts would be less than significant.

The proposed 38 new residences would not likely generate objectionable odors. The types of uses that are considered to have objection odors include wastewater treatment plants, compost facilities, landfills, solid waste transfer station, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), or petroleum refineries. The proposed project is residential in nature, and it is not anticipated to generate objectionable odors which may affect a substantial number of people. Therefore, this impact would be less than significant.

Sources of Information

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

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

SUMMARY:

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

According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to a significant ecological area. Nonetheless, a biological resources study was prepared by Moore Biological Consultants dated March 31, 2020.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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SPECIAL-STATUS SPECIES

Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other regulations. The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Special-status species also include other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. The presence of species with legal protection under the Endangered Species Act often represents a major constraint to development, particularly when the species are wide-ranging or highly sensitive to habitat disturbance and where proposed development would result in a take of these species.

Special-status plants are those which are designated rare, threatened, or endangered and candidate species for listing by the USFWS. Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2020). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on CNPS List 3.

The likelihood of occurrence of listed, candidate, and other special-status species in the site is generally low. The Biological Assessment Report provides a summary of the listing status and habitat requirements of special-status species that have been documented in the greater project vicinity or for which there is potentially suitable habitat in the greater project vicinity (Table 3). This table also includes an assessment of the likelihood of occurrence of each of these species in the site. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability, and field observations.

SPECIAL-STATUS PLANTS

Twenty (20) species of special-status plants were identified in the CNDDDB (2020) search: San Joaquin spearscale (*Atriplex joaquiniana*), big tarplant (*Blepharizonia plumosa* ssp. *plumosa*), Mt. Diablo fairyland (Calochortus pulchellus), Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*), Bolander's water hemlock (*Cicuta maculata* var. *bolanderi*), soft bird's-beak (*Cordylanthus mollis* ssp. *mollis*), fragrant fritillary (*Fritillaria liliacea*), Diablo helianthella (*Helianthella castanea*), long-styled sand-spurrey (*Spergularia macrotheca* var. *longistyla*), Carquinez goldenbush (*Isocoma arguta*), Contra Costa goldfields (*Lasthenia conjugens*), delta tule pea (*Lathyrus jepsonii* var. *jepsonii*), Mason's lilaeopsis (*Lilaeopsis masonii*), delta mudwort (*Limosella subulata*), Hall's bush mallow (*Malacothamnus hallii*), Antioch dunes evening primrose (*Oenothera deltoides* ssp. *howellii*), slender-leaved pondweed (*Stuckenia filiformis*), Suisun marsh

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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aster aster (*Symphyotrichum lentus*), saline clover (*Trifolium hydrophilum*) and oval-leaved viburnum (*Viburnum ellipticum*). The USFWS IPaC Trust Report does not identify any other special-status plants species.

No special-status plants or highly suitable habitat for special-status plants was observed in the site. Special-status plants generally occur in relatively undisturbed areas in vegetation communities such as chaparral, vernal pools, marshes and swamps, seasonal wetlands, and areas with unusual soils. Most of the species in Table 3 of the Biological Assessment Report occur in one of these unique habitat types that are not present on-site. There are no chaparral areas in the site and no areas of unusual soils (i.e. alkaline, serpentine) were observed in the site. Beyond the developed areas, the site consists of disturbed upland grasslands that are not suitable for any of the special-status plants in Table 3 or any other special-status plant species. Further, the site is either above or below the elevation ranges of many of the species in Table 3 (CNPS, 2020). Due to lack of suitable habitat, it is unlikely that special-status plants occur in the site.

SPECIAL-STATUS WILDLIFE

The potential for intensive use of the site by specialstatus wildlife species is low. Special-status wildlife species recorded in project area in the CNDDDB (2020) query include tricolored blackbird (*Agelaius tricolor*), California Ridgeway's rail (*Rallus obsoletus obsoletus*), California black rail (*Laterallus jamaicensis coturniculus*), burrowing owl, yellow rail (*Coturnicops noveboracensis*), saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*), Suisun song sparrow (*Melospiza melodia maxillaris*), salt-marsh harvest mouse (*Reithrodontomys raviventris*), Townsend's big-eared bat (*Corynorhinus townsendii*), pallid bat (*Antrozous pallidus*), big free-tailed bat (*Nyctinomops macrotis*), California red-legged frog (*Rana aurora draytonii*), California tiger salamander (*Ambystoma californiense*), Alameda whipsnake (*Masticophis lateralis euryxanthus*), western pond turtle (*Emys marmorata*), northern California legless lizard (*Anniella pulchra*), foothill yellow-legged frog (*Rana boylei*), Sacramento splittail (*Pogonichthys macrolepidotus*), longfin smelt (*Spirinchus thaleichthys*), and western bumble bee (*Bombus occidentalis*).

The following species are not recorded in the CNDDDB within the search area, but are on the USFWS IPaC Trust Report: California least tern (*Sturnula antillarum browni*), giant garter snake (*Thamnophis gigas*), delta smelt (*Hypomesus transpacificus*), vernal pool fairy shrimp (*Branchinecta lynchi*), Callippe silverspot butterfly (*Speyeria callippe callippe*), San Bruno elfin butterfly (*Callophrys mossii bayensis*), delta green ground beetle (*Elaphrus viridis*), California freshwater shrimp (*Syncaris pacifica*), and valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*).

While the project site may have provided habitat for a few special-status wildlife species at some time in the past, agriculture, development, and other activities have substantially modified the natural habitats in the site in the greater project vicinity, including those on the site. Of the wildlife species identified in the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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CNDDDB search and USFWS IPaC Trust Report, tricolored blackbird is the only special-status species that has potential to occur in the site on more than a transitory or very occasional basis and is discussed further below.

TRICOLORED BLACKBIRD

The tricolored blackbird is a State of California Species of Concern and is also protected by the federal Migratory Bird Treaty Act and Fish and Game Code of California. Tricolors are colonial nesters requiring very dense stands of emergent wetland vegetation and/or dense thickets of wild rose or blackberries adjacent to open water for nesting. This species is endemic to California. The nearest occurrence of tricolored blackbird in the CNDDDB (2020) search area is approximately 1.5 miles northwest of the site.

There is a relatively small patch of cattails and blackberries in the constructed ditch along the south edge of the site that provides low-quality, yet potentially suitable nesting habitat for tricolored blackbird. This habitat is unlikely to be used by tricolored blackbirds for nesting due to its location immediately adjacent to a residential subdivision. Further, this species usually nests in much more expansive patches cattails than those in the ditch, in expansive stands of tules, or in dense thickets of blackberry or wild rose. No tricolored blackbirds were observed during the January 2020 survey.

OTHER SPECIAL-STATUS SPECIES

Due to high levels of disturbance from residential uses, horse grazing, and periodic disking and/or mowing of the open grassland areas, the site does not provide suitable habitat for other special-status wildlife species identified in the CNDDDB search. Special-status birds may fly over the site on occasion, but few would be expected to nest in the area. Further, the foraging habitat values of the native annual grassland habitat historically present in this area has been substantially diminished by the high levels of disturbance from farming, development, and other activities in and adjacent to the site. No ground squirrel burrows or other burrows that might be suitable for burrowing owl were observed in or near the site; the small pocket gopher burrows in the grasslands are too small to be utilized by burrowing owl. The site does not provide suitable nesting habitat for California clapper rail, California black rail, California least tern, Saltmarsh common yellowthroat, Suisun song sparrow, or other special-status bird species Townsend's big-eared bat, pallid bat, big free-tailed bat, and other special-status bats may fly over or forage in the site; some bats may roost on occasion in onsite trees. There are no emergent wetlands with pickleweed in the site for saltmarsh harvest mouse.

The site does not provide the mosaic of scrub, chaparral, grassland, and woodland habitats required by Alameda whipsnake. The grasslands in the site are highly disturbed and do not provide northern California legless lizard sandy substrate it prefers. The site does not provide suitable aquatic habitat for any type of fish, western pond turtle, giant garter snake, California red-legged frog, or foothill yellow-legged frog.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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There is an historic record (1920) of California tiger salamander approximately 1.5 miles southeast of the site (CNDDDB, 2020). This 100-year-old record is in an area that is now entirely developed and the population is described as "extirpated" (i.e., it no longer exists) in the CNDDDB. No potentially suitable California tiger salamander breeding habitat was observed within or adjacent to the project site. Historically, the stock pond contained predatory gamefish; currently, it is stocked with mosquitofish, a voracious predator of tiger salamander larvae. The presence of fish in the pond precludes use of this pond for California tiger salamander breeding.

The site does not provide suitable aquatic habitat for special-status fish or California freshwater shrimp. There are no vernal pools or seasonal wetlands in the site for vernal pool fairy shrimp or delta green ground beetle. The site is outside of the range of Callippe silverspot butterfly and San Bruno elfin butterfly. The site lacks the floristic requirements for intensive use by special-status bee species.

CRITICAL HABITAT

According to the Biological Assessment Report, the site is not in designated critical habitat of California red-legged frog (USFWS, 2006a), vernal pool shrimp or plants (USFWS, 2005a), California tiger salamander (USFWS, 2005b), Alameda whipsnake (USFWS, 2006b), delta green ground beetle (USFWS, 1980a), valley elderberry longhorn beetle (USFWS, 1980b), delta smelt (USFWS, 1994), Central Valley steelhead (NOAA, 2005), green sturgeon (NOAA, 2009), or any other federally listed species.

The tree and grasslands on the site may be used by nesting birds protected by the Migratory Bird Treaty Act of 1918 and Fish and Game Code of California. If vegetation removal and/or project construction occurs between February 1 and August 31, a preconstruction nesting bird survey is required. If active nests are found within the survey area, vegetation removal and/or project construction should be delayed until a qualified biologist determines nesting is complete. Implementation of Mitigation Measure BIO-1, which requires the applicant to conduct a pre-construction survey and to implement further avoidance and minimization measures (if necessary), would reduce potential impacts to nesting birds to a less than significant level.

Impact BIO-1: Construction activities may impact Tricolored Blackbird or other nesting birds that have the potential to use the site for nesting and/or foraging.

Mitigation Measure BIO-1: If project site grading or construction will take place during the nesting season (February 1 through August 31), a nesting survey should be conducted on the project site and within a zone of influence around the project site within 5 days of the initiation of construction activities. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise (for example, along the pond and detention basin and adjacent slopes).

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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If nesting birds are found, then no work shall be initiated until nest-specific buffers have been established by the qualified biologist. The buffer area(s) shall be fenced off from work activities and avoided until the young have fledged, as determined by the qualified biologist. Active nests within or adjacent to the project site shall be monitored by the qualified biologist daily throughout the duration of project activities for changes in bird behavior or signs of distress related to project activities. If nesting birds are showing signs of distress or disruptions to nesting, then that nest shall have the buffer immediately increased by the qualified biologist until no further interruptions to breeding behavior are detectable. The applicant shall provide evidence of compliance to the Department of Conservation and Development, Community Development Division.

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

According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to, a significant ecological area. Additionally, the Biological Assessment Report by Moore Biological Consultants indicates that there is no riparian habitat present on-site. Most of the natural habitats surrounding the site have been replaced by streets, homes, and landscaped areas. The site has been subject to disturbance from residential uses, horse grazing, and periodic disking and/or mowing of the open grassland areas. Habitats in the site are moderately to highly disturbed. California annual grassland best describes the disturbed upland grassland vegetation in the site. Thus, the proposed project would have a less than significant impact on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

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

Waters of the U.S., including wetlands, are broadly defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any waters of the U.S., including wetlands. Both California Department of Fish and Wildlife and U.S. Army Corp Of Engineers have jurisdiction over modifications to riverbanks, lakes, stream channels and other wetland features.

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"Waters of the U.S.", as defined in 33 CFR 328.4, encompasses Territorial Seas, Tidal Waters, and Non-Tidal Waters; Non-Tidal Waters includes interstate and intrastate rivers and streams, as well as their tributaries. The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the "ordinary high water mark". The ordinary high water mark is established by physical characteristics such as a natural water line impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris.

Jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages, lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. Wetlands and Waters of the U.S. provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

No potentially jurisdictional Waters of the U.S. or wetlands were observed in the site. No vernal pools, seasonal wetlands, marshes, creeks, lakes, or any other areas meeting the technical and regulatory criteria of jurisdictional Waters of the U.S. or wetlands were observed in the site. Only a constructed pond and a drainage ditch were observed in the site.

There is a constructed pond in the north-central part of the site. This pond was created several decades ago for the purpose of holding cattle stock water. This feature is depicted on the USGS topographic map as an aquatic feature and appears on the National Wetland Inventory (NWI) Map as a "Freshwater Pond" with a notation that it was constructed by humans.

According to the landowner, this pond held water year-round until about 2005 when it began holding water only seasonally; this change in hydrologic regime may have resulted from changes in water tables triggered by climate, more intensive use of nearby wells, or development in surrounding areas. When it was still perennial, the pond contained a self-sustaining population of gamefish including black bass (*Micropterus salmoides*) and bluegill sunfish (*Lepomis macrochirus*). The Contra Costa Mosquito Abatement District now stocks the pond with mosquitofish (*Gambusia affinis*) every year.

The stock pond does not meet the technical and regulatory criteria of a jurisdictional Water of the U.S. because it was an artificial pond created by excavating dry land to collect and retain water for stock watering. Pursuant to the preamble of the 1986 Federal Register, such "artificial lakes and or ponds created by excavating and/or diking dry land" are not regulated under the Clean Water Act. Further this pond meets the definition of an "Artificial Pond" under the 2020 Navigable Waters Protection Rule, a classification that is also specifically exempt from Clean Water Act regulation.

There is a ditch that runs along the south edge of the site from east to west that was constructed in uplands to capture runoff from the residential subdivision situated just south of the site (see photographs in Attachment C of the Biological Assessment Report). This ditch collects nuisance water from the adjacent residences to the south and some runoff during and following rain events. The ditch is variably maintained and contains varying amounts of vegetation, including patches of cattails and blackberries intermixed with common wetland and upland grasses and weeds.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The ditch drains from east to west along the south edge of the site for approximately 300 feet, and then turns to the southwest; the ditch discharges into the City's storm-drain system just prior to reaching Midhill Road.

The constructed ditch does not meet the technical and regulatory criteria of a jurisdictional Water of the U.S. because it was excavated in dry land for the purpose of drainage. Pursuant to the preamble of the 1986 Federal Register, such "non-tidal irrigation and drainage ditches excavated on dry land" are not regulated under the Clean Water Act. Further, "ditches that are not traditional navigable waters, tributaries, or are not constructed in adjacent wetlands" under the 2020 Navigable Waters Protection Rule are also specifically exempt from Clean Water Act regulation. As such, the proposed project would not have a substantial effect on state or federally protected wetlands and the project would result in a less than significant impact.

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

The project would not interfere with the movement of migratory fish, migratory wildlife corridors, or the use of wildlife nursery sites. While the project proposes development of a relatively open site with previously developed areas, the project site is surrounded by urban development to the west and south, and the Viano Vineyards is located to the north and to the east. The proposed development will be located closer to the developed areas surrounding the project site. Furthermore, the project will preserve approximately 2.06 acres of the eastern portion of the site as open space. As such, the impact on migratory fish and wildlife would be less than significant.

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

The Contra Costa County Tree Protection and Preservation Ordinance provides for the protection of certain trees by regulating tree removal while allowing for reasonable development of private property. The Arborist Report provides an inventory and preliminary evaluation of all trees on and adjoining the project site. A total of 123 trees were surveyed, numbered, tagged, identified, measured, and evaluated. According to the Tree Report and the Revised Tree Exhibit Map, a total of 101 code-protected trees would be removed and work would occur within the dripline of seven additional code-protected trees. If not properly protected, the trees proposed for preservation could also be subject to injury or inadequate maintenance during construction, which represents a potentially significant impact. However, the impact would depend on the amount of excavation and grading, the care with which demolition is undertake, and the construction methods.

As the construction of the project requires the removal of trees subject to the Contra Costa County Tree Protection and Preservation Ordinance, the applicant would be required to prepare and

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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implement a tree replacement plan. In addition, remaining trees that are proposed for preservation on the project site would be preserved through the implementation of the tree protection guidelines identified and outlined in the project-site-specific Tree Inventory Report. As a part of approval for on-site development, the applicant would be required to demonstrate and implement consistency with the County's Tree Ordinance, including tree removal permits and protection of preserved trees. Therefore, with the implementation of Mitigation Measure BIO-5a and Mitigation Measure BIO-5b, impacts related to consistency with local policies or ordinances that protect biological resources would be less than significant.

Impact BIO-5: Code-protected trees would be removed and additional work within the drip line of additional trees would occur to allow for project construction.

Mitigation Measure BIO 5a: A Tree Replacement Plan shall be submitted to and approved by the Department of Conservation and Development, Community Development Division prior to the removal of trees, or issuance of a demolition or grading permit. The Tree Replacement Plan shall designate the approximate location, number, and sizes of trees to be planted. Trees shall be planted prior to requesting a final inspection of the residential building permit for each lot.

Mitigation Measure BIO-5b: Tree protection guidelines shall be implemented during construction through the clearing, grading, and construction phases as outlined in the arborist report prepared by Trees, Bugs, Dirt dated August 3, 2020.

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

The County has adopted the East Contra Costa County Habitat Conservation Plan / Natural Community Plan (HCP/NCCP), which provides a framework to protect natural resources in eastern Contra Costa County. This plan covers areas within the cities of Brentwood, Clayton, Oakley, Pittsburg, as well as unincorporated areas of eastern Contra Costa County. The proposed project has no potential for conflicting with the provisions of the East Contra Costa County HCP/NCCP because the project site is located in the unincorporated Martinez area, which is not one of the areas of the County that is covered by the plan.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Land Use Element, Conservation Element*
- Diane S. Moore, Moore Biological Consultants. 2020. *197 Midhill Road, Contra Costa County, California: Biological Assessment dated March 31, 2020.*
- Trees, Bugs, Dirt. 2020. *Arborist Report for Heritage View Subdivision 197 Midhill Road, Martinez, CA dated August 3, 2020.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- East Contra Costa County Habitat Conservancy. Accessed July 2021. <http://www.co.contra-costa.ca.us/depart/cd/water/HCP/>.

5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

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

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

A Cultural Resources Technical Memorandum prepared by Solano Archaeological Services (SAS) indicated the Northwest Information Center (NWIC) records search found that no known prehistoric or historic-era cultural resources were known to be present within the project area although a number of sites had been recorded in the surrounding area. An intensive archaeological survey resulted in the identification of four historic-period resources consisting of two accessory buildings, a road segment (portion of Midhill Road), and a livestock pond all appearing to date to the early to middle decades of the 20th century. Due to a lack of significant historical associations or characteristics, and data potential, SAS recommended none of these resources eligible for California Register of Historic Resources (CRHR) listing.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Implementation of **Mitigation Measure CUL-1** would reduce the impact to undiscovered historical resources to a less than significant level.

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

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

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

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

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

Figure 9-2 of the Open Space Element of the County General Plan identifies archaeologically sensitive areas in the County. According to this map, the project site is located within a largely urbanized area. Agency Comments received from the California Historical Resources Information System (CHRIS) indicated the proposed project area has a low possibility of containing unrecorded archaeological site(s) and no further study for archaeological resources was recommended. However, the applicant submitted a Cultural Resources Technical Memorandum prepared by Solano Archaeological Services (SAS). The memorandum presented its summary and recommendations. The Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search indicated that no culturally sensitive or significant properties were known to be present within or near the project area. SAS contacted by mail and phone call each of the tribal representatives suggested by the NAHC but no responses were received at the time the report was prepared.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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In the event that presently undocumented buried archaeological deposits are encountered during any Project-associated construction activity, work must cease within a 50-foot radius of the discovery. A qualified archaeologist must be retained to document the discovery, assess its significance, and recommend treatment.

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

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

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

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

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

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

If human remains are encountered, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If the human remains are of a Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the property and provide recommendations for the proper treatment of the remains and associated grave goods. The MLD will work with the Applicant

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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and a qualified archaeologist to determine the proper treatment of the human remains and any associated funerary objects. Construction activities will not resume until either the human remains are exhumed, or the remains are avoided via project construction design change.

Upon completion of the assessment by an archaeologist, the archaeologist should prepare a report documenting the methods and results and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the Northwest Information Center and appropriate Contra Costa agencies.

Sources of Information

- Contra Costa County General Plan 2005-2020. *Open Space Element*.
- California Historical Resources Information System, Northwest Information Center. 2020. *Agency comment letter dated September 22, 2020*.
- Solano Archaeological Services. July 15, 2020. *CEQA Cultural Resources Study, 197 Midhill Road, City of Martinez, Contra Costa County, California*.

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

SUMMARY:

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

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

Energy consumption includes energy required for the construction of the proposed project and the operational use of the 38 single-family residences. The proposed project's energy demand would be typical for a development of this scope and nature and would be required to comply with current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the Building Inspection Division. Therefore, the project would have a less than significant impact due to energy consumption.

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

The Climate Action Plan (CAP) includes a number of greenhouse gas (GHG) emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Green building codes and debris recovery programs are among the strategies currently implemented by the County. The proposed project's energy demand would be typical for a development of this scope and nature and would be required to comply with current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the County's Building Inspection Division. Therefore, the project's potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency would be less than significant.

Sources of Information

- Contra Costa County, 2008. *Municipal Climate Action Plan*.
- Contra Costa County, 2015. *Climate Action Plan*.

7. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

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

Stevens, Ferrone & Bailey (SFB), the project engineering geologists and geotechnical engineers, issued reports evaluating potential hazards and providing preliminary geotechnical recommendations. The geotechnical investigation of the project site included the logging of six (6) exploratory borings and three (3) test pits. The SFB report includes a map (Figure 1) showing the location of the subsurface data points, and Appendix A of the geotechnical report provides detailed descriptions of the materials encountered and field data, including blow counts (converted to SPT N-value), identifies intervals sampled, presents laboratory test data (i.e. moisture/ dry density, gradation test results, liquid limit, plastic limit), and depth of the water table in boring SFB-1.

The assessment of the risk of surface fault rupture focuses on the distance of the site from known active and potentially active faults. The California Geological Survey (CGS) has issued maps that identify faults considered to be active. The CGS considers a fault to be active is there is evidence of surface offset rupture within Holocene time (i.e. fault rupture within the last 11,000 years+/-). For faults that satisfy this requirement, the CGS issues an official Alquist-Priolo Earthquake Fault Zone map. According to the CGS, the nearest known active fault is the Concord fault, which passes approximately 1¾ miles northeast of the project site. On that basis, SFB considers the risk of surface fault rupture to be less-than-significant, and no further evaluations of fault hazards is recommended.

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

The site is within the seismically active San Francisco Bay Region area, where a moderate to high magnitude earthquake is a foreseeable event. The risk of damage from ground shaking is controlled by using sound engineering judgement and compliance with the latest provisions of the California Building Code (CBC), as a minimum. The seismic design provisions of the CBC prescribe minimum lateral forces applied statistically to the structure(s), combined with the gravity forces and dead-and-live loads. The code-prescribed

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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lateral forces are generally considered to be substantially smaller than the comparable forces that would be associated with a major earthquake. The intent of the code is to enable structures to (i) resist minor earthquakes without damage, (ii) resist moderate earthquakes without structural damage but with some non-structural damage, and (iii) resist major earthquakes without collapse but with some structural as well as non-structural damage. In summary, a conservatively designed and properly constructed structure that is compliant with the CBC, the County Grading Ordinance, and with the recommendations in the geotechnical report is expected to perform satisfactorily. SFB, the project geotechnical engineers, have provided seismic parameters for the proposed project that are based on the 2019 CBC. Upon implementation of the mitigations below, adverse effects due to strong seismic shaking would be reduced to less-than-significant. If the CBC is revised prior to the issuance of construction permits within the project site, the seismic parameters will require updating to be consistent with code requirements at that time.

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

A liquefaction potential map is presented in the Safety Element of the General Plan (see Safety Element Figure 10-5.) This hazard map divides lands in Contra Costa County into three categories based on liquefaction potential: "Generally High", "Generally Moderate to Low", and "Generally Low". According to this map, the project site is within the area designated Generally Low liquefaction potential. During the processing of land development applications, the County requires rigorous evaluation of liquefaction potential in areas of Generally High liquefaction potential, and less comprehensive investigations are demanded in the Generally Moderate to Low category.

Employing procedures utilized for project sites in the official Seismic Hazard Zones, SFB performed a screening investigation for liquefaction. The methodology and parameters employed in their analysis are presented in their October 2, 2020 report. Based on the results of their analysis, the sand layer analyzed was too well consolidated and too cohesive to be a candidate for liquefaction. Consequently, SFB concludes that the liquefaction potential of the site was "low", and no further evaluation of liquefaction was recommended.

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

A landslide potential map is presented in the Safety Element of the General Plan (see Safety Element Figure 10-6). This hazard map is based on landslide mapping of a well-qualified, experienced, United States Geological Survey (USGS) geologist. For the past 40 years this map has been used as a *Screening Criteria* by the County. Where landslides are shown on a parcel being proposed for development (or where there is a concentration of slides on nearby parcels of similar slope and geology), an assessment of landslide hazards/ slope stability is required on a case-by-case basis. Although no landslides were identified by the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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landslide hazard map, the site is relatively steep in the eastern portion of the project site. Consequently, Stevens Ferrone & Bailey (SFB) logged backhoe test pits to exposed geologic conditions within the portion of the property. The test pits provided information of the thickness of the soils that overly the bedrock, as well as bedrock lithology, orientation of bedding, and degree of weathering and its effect on stability of bare rock exposures on the cut slopes. Implementation of the following mitigation measures, those impacts can be reduced to less-than-significant.

Impact GEO-1: The report of Stevens Ferrone & Bailey provides a preliminary assessment of potential geologic/ geotechnical/ seismic hazards. No evidence of landslides has been confirmed to be present. Nevertheless, grading will steepen the gradient of slopes that overlook the easternmost residential lots. Due to the height of the graded slopes, (i) a drainage terrace or J-Ditch is required by the County Grading Ordinance in the mid-slope area, and (ii) there is a need to provide a catchment area at the toe-of-slope to prevent /control runoff from the hillside and slough material originating on the hillside from impacting the residential lots and internal roadways. Additionally, (iii) SFB has identified areas of undocumented fill within the area planned for residential lots that is considered unsuitable for the support of improvements, (iv) some building pads are astride cut/fill contacts, (v) some building pads have substantial differential fill thicknesses, (vi) soils on the site are considered to be expansive, which require special design measures for foundations, internal roadways and flatwork, and (vii) review of the siting and design/ adequacy of the setbacks of the propose C.3 basins from improvements, and (ix) soils on the site are characterized as “moderately corrosive” risk of corrosive soils. These are considered to be significant impacts.

Mitigation Measure GEO-1a: Prior to the Department of Conservation and Development, Community Development Division (CDD) stamp-approval of plans for issuance of building or grading permits, whichever occurs first, the project proponent shall submit a final design-level geotechnical report that provides final recommendations/ assessment of the mitigations for the impacts listed above (items i through ix). Specify minimum gradients to allow the J-ditch and brow ditch to be self-cleaning, identify the specific lots that require special recommendations for mitigation of differential fill thickness and for mitigation cut/fill transition, provide recommendations for handling/ use/ disposal of undocumented fill, and backfilling of trenches intended for utility and drainage facilities. Provide typical sections, plan views and/or other graphics to clarify intent of the geotechnical engineer’s recommendations. The project geotechnical engineer shall also provide their comments on the construction drawings, including grading and drainage plans, foundation plans and foundation details.

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Mitigation Measure GEO-1b: Geotechnical observation and testing services shall commence during clearing and demolition and extend through grading, placement of engineered fill, backfilling of utility trenches, and foundation-related work. These observations will allow the project geotechnical engineer to compare actual exposed conditions with anticipated conditions, and to verify that the contractor's work conforms with the geotechnical aspects of the plans and specifications. Prior to requesting a final grading inspection, the project geotechnical engineer shall document their observation and testing services to that stage of construction, including monitoring and testing required for utility and drainage facilities.

Mitigation Measure GEO-1c: Prior to requesting a final building inspection for all buildings intended for human occupancy as defined by the building code (2,000 person hrs./ year), the project proponent shall submit adequate documentation from the project geotechnical engineer of the monitoring services performed that were associated with final grading, drainage, paving and foundation related work. If the final inspection of buildings is to be performed at one time, the geotechnical engineer's final report may address the entire project; if final inspections are to be staged over a period of time, there shall be documentation of compliance provided for individual buildings or grouping of buildings.

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

According to the County Peer Review Geologist, there is a potential erosion hazard to disturbed areas of the site, particularly in the area of the major graded slope in the project. The erosion hazard can be controlled by implementation of effective drainage and erosion control measures (e.g. C-3 basin which will tend to trap sediment and litter) as well as a long-term commitment to monitoring and maintenance of drainage facilities and slopes. Additionally, a routine provision of grading plans is requirement for submittal of an Erosion Control Plan, which is subject to technical review by the inspectors of the County Building Inspection Division, Grading Section. These plans address measures for control of runoff, particularly on major slopes, and revegetation of all disturbed areas during the construction period, monitoring of the performance of erosion control measures after each major storm, and they address storage of erosion control supplies on-site that are intended of facilitate correction of any deficiencies are confirmed to be present.

Impact GEO-2: There is a potential erosion hazard to disturbed areas of the site, particularly in the area of the major graded slope in the project.

The implementation of the Erosion Control Plan in combination with mitigation measures **GEO-1a** through **GEO-1c** would reduce both the short-term and long-term erosion to less than significant levels.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Less than Significant with Mitigation)*

As discussed in subsection a) above, the risk of liquefaction rated Generally Low and no landslide have been identified on or near the project site. However, the County Peer Review Geologist is concerned that the drainage facilities on the major cut slope will require a long-term commitment to monitoring and maintenance if this slope is to perform satisfactorily. Additionally, the C.3 basin will require a commitment to monitoring and maintenance if it is to perform as designed. A monitoring plan is needed which (i) identifies the specific features to be inspected, (ii) establish the timing of required monitoring, and (iii) requires submittal on the monitoring report, along with recommendations for correction or further evaluation any deficiencies that were confirmed to be present to the entity that has responsibility for the necessary maintenance.

Impact GEO-3: Drainage facilities on the major cut slope will require a long-term commitment to monitoring and maintenance in order for slope to perform satisfactorily.

Mitigation Measure GEO-3: The project proponent shall submit a monitoring and maintenance plan for the long-term maintenance of the major graded slope and C.3 basin to CDD for review and approval.

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

The Soil Survey of Contra Costa County indicates that soils on the site are expansive and they may be highly corrosive. Expansive soils expand when water is added and shrink when they dry out. This continuous change in soils volume causes homes and other structures to move unevenly and crack. Corrosive soils tend to damage concrete and/or uncoated steel that is in contact with the ground. The corrosion hazard testing is typically measured after rough grading, to ensure that the testing is based on pad conditions.

The August 14, 2020 geotechnical report issued by Stevens, Ferrone & Bailey (SFB) confirmed that soils on the site are expansive. A corrosivity analysis report was prepared by Cerco Analytical Inc. dated August 18, 2020. Soils on the site are characterized as "moderately corrosive." All buried iron, steel, cast iron, ductile iron, galvanized steel and dielectric coated steel or iron should be protected against corrosion, depending on the critical nature of the structure. All buried metallic pressure piping should be protected against corrosion. To mitigate the hazard posed by expansive soils, SFB recommends use of a post-tensioned foundation system. In areas where highly expansive material is present in foundation areas, SFB recommends (i) over-excavation of the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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expansive clays, (ii) blending the expansive soils with sandy (less expansive) material derived elsewhere on the site to create a select fill; and (iii) placement of the select fill in the foundation areas. Additionally, where differential fill thickness or cut/ fill transitions create a potential for excessive differential settlement beneath foundations, special recommendations are provided by SFB. The specific lots that will require special engineering are to be identified when construction drawings are available for review by the project geotechnical engineers.

Impact GEO-4: The Soil Survey of Contra Costa County and the geotechnical report prepared indicates that soils on the site are expansive and they may be highly corrosive.

Implementation of **Mitigation Measures GEO-1a** through **GEO-1c** would reduce the impacts associates with adverse foundation conditions to less-than-significant.

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

The project site is to be served by the Mt. View Sanitary District. No septic systems are proposed for use.

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

The project engineering geologist and geotechnical engineers have performed a limited scope study of the potential for unique paleontological resources in their report dated October 3, 2020. Specifically, they accessed existing information systems which included the databases of the University of California's Museum of Paleontology and the California Academy of Science, along with examining the walls of backhoe test pits on the site for the occurrence of fossils, both vertebrate and invertebrate remains. The data gathered indicate that the occurrence of only one vertebrate fossil has been reported from the marine sedimentary rocks of Eocene age in the Martinez- Diablo Valley area. It is the rock formations of this age that outcrop of the project site. No evidence of fossil remains was observed during the logging of the on-site backhoe test pits. In summary, the data gathered by SFB supports the conclusion that the potential for unique paleontological resources is less-than-significant.

Impact GEO-6: Potential discovery of fossil remains during construction activities.

Mitigation Measure GEO-6: During geotechnical monitoring of earthwork, the project geotechnical engineer should examine rock exposures for fossils. The project geotechnical engineer shall collect and/or photograph any fossils exposed in cuts, particularly any vertebrate fossil remains. In the geotechnical monitoring report that is required by GEO-

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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1b, present a capsule summary of any fossils remains that were observed, and include photographs of the key fossils (i.e. vertebrates). Furthermore, project geotechnical engineer shall retain any fossils collected for 1-year after the issuance of the grading monitoring report. If vertebrate fossils are observed, they may be forwarded to the University of California’s Museum of Paleontology for identification, and that fossil may be offered to the Museum’s staff for their collection.

Sources of Information

- Stevens Ferrone & Bailey. 2020. *Geotechnical Investigation, 197 Midhill Road Development, Martinez, CA*. August 14, 2020.
- Stevens Ferrone & Bailey. 2020. *Supplemental Geological and Geotechnical Evaluation, 197 Midhill Road, Martinez, CA*. October 2, 2020.
- Cerco Analytical. 2020. *197 Midhill Road, Martinez. Corrosivity Analysis – ASTM Test Methods*. August 18, 2020.
- Darwin Myers Associates, County Geologist. 2021. *Geologic Peer Review for County File #SD20-9545*. April 2, 2021.
- Contra Costa County General Plan, 2005-2020. *Safety Element*.

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

SUMMARY:

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

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

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

The bright-line numeric threshold of 1,100 MT CO₂/yr is a numeric emissions level below which a project's contribution to global climate change would be less than "cumulatively considerable." This emissions rate is equivalent to a project size of an approximately 541,000-square-foot industrial use. Future construction of 38 single-family residences and related improvements would create some GHG emissions; however, the amount generated would be below the above-noted emission rate and not result in a significant adverse environmental impact. As the project does not exceed the screening criteria, the project would not result in the generation of GHG emissions that exceed the threshold of significance.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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At a regional scale, the BAAQMD adopted the Bay Area 2017 Clean Air Plan that addresses GHG emissions as well as various criteria air pollutants. The BAAQMD Plan included a number of pollutant reduction strategies for the San Francisco Bay air basin, many of which would be included in the project through Title 24 energy efficiency requirement for the expected new residences.

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

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

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

Sources of Information

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

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

SUMMARY:

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

During the site preparation, all existing structures, pavement, and landscaping would be demolished. The existing dwelling was constructed between 1975 and 1976, making the presence of asbestos-containing material (ACM) and lead-based paint (LBP) coated material possible.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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During construction, both within the project site and within the areas proposed for the off-site improvements, the proposed project would be expected to involve the transport, use, and disposal of hazardous materials, such as diesel fuels, aerosols, and paints. The proposed project would be subject to the Hazardous Materials Transportation Act, California Public Resources Code, and other State and local regulations that would reduce and limit the associated risks. Any handling, transporting, use, or disposal would comply with applicable laws, policies, and programs set forth by various federal, State, and local agencies and regulations.

During project site preparation, all existing structures, pavement, and landscaping would be demolished. Given the age of the existing structures on the project site, it is conceivable that asbestos-containing materials (ACM) and lead-based paint (LBP) may exist within these structures, and their removal could potentially create a significant hazard to construction workers. This represents a potentially significant impact. However, implementation of Mitigation Measure (MM) HAZ-1, which requires the applicant to conduct asbestos and lead paint surveys prior to demolition activities and to safely remove and dispose of any such materials in accordance with State standards, would ensure impacts are reduced to a less-than-significant level.

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

Impact HAZ-1: Demolition of existing buildings could contain asbestos-containing materials and or lead-based paint.

Mitigation Measure HAZ-1: Prior to any demolition or remodeling of the buildings, the applicant shall retain a licensed professional to conduct a full asbestos and lead paint surveys. These surveys shall be conducted prior to the disturbance or removal of any suspect asbestos-containing materials (ACM) and lead-based paint (LBP), and these materials shall be characterized for asbestos and lead by a reliable method. All activities involving ACM and LBP shall be conducted in accordance with governmental regulations, and all removal shall be conducted by properly licensed abatement contractors.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? (Less than Significant Impact)*

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

The project proposes construction of 38 residences along with associated structures (e.g., retaining walls), landscaping, and open space. As such, the proposed project would not be expected to include industrial or retail development that involves hazardous materials such as gas stations, paint stores, or auto parts stores. Unlike industrial or retail facilities, residential development does not involve the type or quantity of hazardous materials that could pose a significant environmental accident.

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

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

There are no existing or proposed schools located within a quarter mile of the project site. The closest school to the site is Morello Park Elementary School, located at 1200 Morello Park Drive in Martinez. This school is approximately 0.33 miles to the west of the project site. Therefore, construction and operational impacts related to hazardous emissions proximate to a school would be less than significant.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Pursuant to the Hazardous Waste and Substances Site List (Cortese) maintained by the California Department of Toxic Substances Control (DTSC), the project site is not categorized as a hazardous materials site.

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

The project site is located approximately 1.9 miles northwest from the Buchanan Field Airport. However, the project site is not within an airport influence area, not within an airport safety zone, and outside of the 55-60 dB CNEL airport noise contour. Therefore, there would not be any hazard related to a public airport or public use airport.

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

The project site is accessed from Midhill Road in Martinez. Midhill Road is north of Highway 4 and west of Morello Avenue. The project will provide two access points from Midhill Road to serve the 38 lots. The Contra Costa County Fire Protection District (CCCFPD) has reviewed the project plans and provided routine comments for the site. The project site is designed in accordance with the CCCFPD's and the County's standards to accommodate emergency vehicle access by providing two points of access that would be available to emergency vehicles. The Fire Protection District would review the construction drawings for the project at the time of submittal of a building permit application. Thus, project impacts related to emergency response and evacuation would be less than significant.

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

The project site is located within a "Non-Very High" Fire Hazard Severity Zone in a Local Responsibility Area under the California Department of Forestry and Fire Protection (Cal Fire) Zone Map. The fire hazard severity zones reflect the degree of severity of fire hazard that is expected to prevail in the area. The construction of the new residences would be subject to building standards required for structures within "non-very high" Fire Hazard Severity Zones. These regulations apply to the perimeters and access of all residential, commercial, and industrial building construction within state responsibility areas. The building standard for the Fire Hazard Severity Zones would be enforced as the project goes through the plan checking process with the Building Inspection Division and the Contra Costa County Fire Protection District. As the project will comply with these standards, there would be a less than significant risk of loss, injury or death involving exposure of people or structures to wildland fires.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Sources of Information

- California Department of Forestry and Fire Protection (Cal Fire). 2009. *Very High Fire Hazard Severity Zones in LRA Map*.
- Contra Costa County. 2000. *Contra Costa County Airport Land Use Compatibility Plan*.
- Contra Costa County General Plan. 2005-2020. *Transportation and Circulation Element*.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021*.
- Rebecca E. Natal, Advanced Geo. 2020. *Phase I Environmental Site Assessment, Echols Trust Property, 197 Midhill Road, Martinez, California dated February 05, 2020*.

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

SUMMARY:

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The County has the authority to enforce compliance with its Municipal Regional Permit through the County's adopted C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. The project proposes approximately 134,505 square feet of new impervious surface. Therefore, preparation of a Stormwater Control Plan is required for the proposed project.

The Stormwater Control Plan (SWCP) prepared for the proposed project identifies Low Impact Development (LID) design strategies that optimizes site layout, use of permeable pavements, dispersal of runoff to pervious areas, and bioretention or other Integrated Management Practices. The SWCP has been preliminarily accepted as complete, however, a final SWCP is required prior to filing of the final map to bring into full compliance with C.3 stormwater requirements.

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

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

The proposed project would have new impervious surfaces of approximately 134,505 square feet. However, the proposed project would incorporate LID techniques as described in the SWCP, some of which allows natural filtration into project soils and naturally recharge ground water. Additionally, the Contra Costa Water District (CCWD) has provided comments on the project indicating that CCWD provides treated potable water to the project site and provided their requirements for the 38 lots. The proposed project would not interfere substantially with groundwater supply, recharge, or groundwater management. Therefore, potential impacts related to the groundwater recharge and supply would be less than significant.

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

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

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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adequate storm drainage system, to an adequate natural watercourse having a definable bed and banks or to an existing adequate public storm drainage system which conveys the storm water to an adequate natural watercourse. The project proposes run off from this development will be routed to either of the two bioretention basins onsite, with the exception of self-treating areas. The basin on Parcel B will outfall into an existing drainage ditch located south of the property. The basin on Parcel A will connect to an existing 24-inch storm drain located along Midhill Road, west of the site. The plans identified a drainage ditch and 24-inch storm drain eventually converge into a 36-inch storm drain located along Midhill Road, south of the development. The 36-inch storm drain connects to Line J of Drainage Area 57, located near the intersection of Midhill Road and Midway Drive. The potential impacts related to alteration of drainage pattern resulting in erosion or siltation would be less than significant.

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

The proposed project would comply with regulations of the National Pollutant Discharge Elimination System (NPDES) Permit consistent with Division 1014 of the Ordinance Code. Since the roads will be private, the street section is reduced, with sidewalk on one side only, which will help to reduce the total impervious area. Additionally, sloped access roads will be used to direct runoff into gutter that convey it to the bioretention basins for detention and treatment. Filtered runoff will gather in a subdrain and be conveyed to the street storm drain system.

There will be ditches that will collect runoff from adjacent rear yards, and incidental run-on from adjacent properties. Runoff is conveyed to new inlets that connect to the storm drain system in Midhill Road. The bioretention basins are soil and plant-based filtration and retention areas intended to remove pollutants. They consist of a vegetated surface, sandy loam soil mix (BSM), ponding area, organic layer, mulch layer, storage layer, and subdrain system. Therefore, the project would not result in substantial on- or off-site flooding.

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

The project includes a SWCP which incorporates LID techniques to allow for stormwater infiltration and treatment in the biorientation areas before being discharged to the storm drain system. The County Public Works Department has reviewed the applicant's SWCP and has preliminary accepted, but a final Storm Water Control Plan is required prior to filing of the final map. Accordingly, the proposed project would not exceed the capacity of the stormwater system.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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iv) *Impede or redirect flood flows? (Less than Significant Impact)*

According to the Federal Emergency Management Agency (FEMA), the project is located in area that is outside of the Special Flood Hazard Area. Furthermore, the improvements on the site are not expected to create any barrier that would impede or redirect flood flows, should flooding occur. The replacement of the existing culvert with a larger culvert also allows for larger amounts of water flow during storm events.

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

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

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

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

CCWD would provide potable water to the project site and the project would not use groundwater as a water source. As a result, the project would not conflict with or obstruct a sustainable ground water management plan.

Sources of Information

- Contra Costa County Department of Public Works. 2021. *Staff Report and Conditions of Approval dated May 27, 2021.*
- Meridian Associates, Inc. February 11, 2021. *Storm Water Control Plan for Heritage View, 197 Midhill Road, Martinez, California 94553*

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

SUMMARY:

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

There is an existing single-family residence and accessory buildings on site. The adjacent property to the north consists of a vineyard and is used for agricultural purposes. The surrounding properties to the west, south, and east are primarily residential uses. The project proposes 38 residences with two access points to the project site from Midhill Road. Thus, the project would not physically divide any of the nearby communities, or even adversely impact the manner in which people enter or exit those communities.

b) Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No Impact)

The project site has a General Plan land use designation of Single-Family Residential-High Density (SH). The SH designation allows for densities between 5.0 – 7.2 units per net acre. Primary land uses permitted in this designation include detached single-family homes and accessory buildings and structures. The proposed project would subdivide the property into 38 residential lots on a net acre of 7.64 or a density of 5.0 dwelling units per net acre, consistent with the general plan.

The proposed project would result in 38 lots ranging in size from 6,000 – 8,650 square feet. The proposed size lots are consistent with the SH minimum and maximum lot areas. The applicant has submitted a request for Senate Bill (SB) 330 for the project. Under the Senate Bill, the project must comply with the objective general plan standards and criteria, even if the zoning for the project site is inconsistent with the general plan. Since the current R-10 zoning is not consistent with the SH General Plan land use designation, the proposed project is designed to meet the R-6 zoning standards, which is consistent with the SH requirements. The project will also meet the required setbacks and the maximum height allowed.

The project also proposes the removal of 101 code-protected trees and additional work within the dripline of seven code-protected trees. Replanting of trees will be required and implementing the protective measures outlined in the Arborist Report prepared for the project will be adhered to.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Overall, the project would not conflict with applicable land use plans, policies, or regulations of the Contra Costa County General Plan or the Contra Costa County Ordinance Code that were adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Land Use Element*.
- Contra Costa County. *Title 8 – Zoning Ordinance*.
- Trees, Bugs, Dirt. August 3, 2020. *Arborist Report for Heritage View Subdivision, 197 Midhill Road, Martinez, California 94553*.

12. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

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

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

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

Sources of Information

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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13. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

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

Noise generated during construction will be temporary and the project will be conditioned with construction hours to reduce construction-related noise impacts to the surrounding properties. Types and levels of noise generated from the uses associated with the proposed single-family residences would be similar to noise levels from the existing uses in the area.

According the County's GIS and the County's General Plan Noise Contour map (Figure 11-5C), the subject property is located within a noise level of 60 dBA. The major noise sources affecting the project site are vehicular traffic along the nearby roadways and the Burlington Northern and Santa Fe (BNSF) Railway. Pacheco Boulevard is located approximately 0.60 miles east of the project site

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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and Interstate 680 is located 0.63 miles east of the project site. BNSF is located 0.43 miles north of the project site. Thus, the project would be located in an area that could expose persons to noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. As a result, the proposed residences may need to utilize Sound Transmission Class (STC) rated windows to achieve a 45 dB interior noise threshold. Furthermore, implementation of the mitigation below would reduce any impacts to noise levels that would conflict with the County's established noise land use compatibility standards adopted for the purpose of avoiding or mitigating environmental effect to less than significant.

Impact NOISE-1: Implementation of the project may result in exposure of persons to an interior noise level of more than 45 dB.

Mitigation Measure NOISE -1: Prior to issuance of building permits, the applicant shall provide a design-level noise study that demonstrates the specific window and door assembly sound rating to achieve the required interior noise threshold (45 dB) for each residence. The noise study shall be reviewed and approved by CDD.

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

Project construction includes demolition of the existing residence and accessory buildings, and grading of approximately 36,300 cubic yards of cut and fill. Grading will occur temporarily at the site during construction and the amount of ground borne vibration or noise generated by the project will be less than significant.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (No Impact)*

As discussed in Section 9.e, the project site is located approximately 1.9 miles from the Buchanan Field Airport. However, the project site is not within an airport influence area, not within an airport safety zone, and outside of the 55-60 dB CNEL airport noise contour. Therefore, the project would not expose people residing or working in the project area to excessive noise levels.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Noise Element*.
- Meridian Associates, Inc. 2021. *Vesting Tentative Map*.

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

SUMMARY:

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

The proposed project would result in the development of 38 single-family residences, resulting in approximately 108 persons. This amount is a non-substantial increase in the population. The subject property is located within a single-family residential zoning district that allows for residential uses and the project is consistent with the County's General Plan. Therefore, the potential to induce a substantial unplanned population growth, either directly or indirectly, would be less than significant.

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

The existing single-family residence and accessory buildings will be demolished. The current property owner still resides at the project site but will relocate once work for the project commences. The proposed project consists of 38 single-family residences that will provide the much-needed housing to the area. Therefore, the project has no potential for displacing any existing housing or people.

Sources of Information

- California Department of Finance 2021.
- Contra Costa County. *Title 8 – Zoning Ordinance*.
- Meridian Associates, Inc. 2021. Vesting Tentative Map.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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15. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

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

Fire protection and emergency medical response services for the project vicinity are provided by the Contra Costa County Fire Protection District. Fire protection to the project site would be provided by Station No. 12 located at 1240 Shell Avenue in Martinez (approximately two and 1/2 miles of driving distance to the site). Using an average travel speed of 35 miles per hour, an engine responding from Station No. 12 would take approximately 4 minutes 17 seconds to reach the project site, which is under the 5-minute response standard set by the County General Plan. In addition, as detailed in the comment letter for the proposed project from the Fire District, the project is required to comply with the applicable provisions of the California Fire Code, the California Building Code, and applicable Contra Costa County Ordinances that pertain to emergency access, fire suppression systems, and fire detection/warning systems. Prior to the issuance of building permits, the construction drawings would be reviewed and approved by the fire district. All homes will be equipped with automatic fire suppression sprinkler system. As a result, potential impacts of the proposed project relating to fire protection would be less than significant.

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

Police protection services in the project vicinity are provided by the Contra Costa County Sheriff's Office, which provides patrol service to the unincorporated Martinez area. The County General Plan Policy 7-57 indicates a Sheriff facility standard of 155 square feet of Sheriff station space per 1,000 persons of population. The proposed project would increase the population of unincorporated Contra Costa County by approximately 108 persons, which is less than the facility

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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standard and is a non-substantial increase. Thus, the addition of 38 single-family residences to the project area would not significantly affect the provision of police services to the area.

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

The project site is within the Martinez Unified School District. The average size of a household in the Contra Costa County area is approximately 2.85 persons per household. The project consists of 38 single-family residences and would result in approximately 108 persons. Conservatively, an estimated 1 in 3 persons per household may be children between the ages of five to 19. The project would result in approximately 36 school-age children. This increase of 36 students would not significantly impact the district. Furthermore, the applicant would be required to pay school impact fees to the Martinez Unified School District, which would assist to expand facilities to address increased demand.

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

The average size of a household in the Contra Costa County area is approximately 2.85 persons per household. The proposed project would increase the population by approximately 108 persons. As a result, there would be an increase in use of parks in the surrounding area. These parks provide recreational facilities such as playgrounds, picnic and barbecue areas, and youth and adult recreational programs. A Park Impact Fee is required to be paid by the applicant prior to issuance of a building permit. Given the project's negligible addition to the population, the impacts of the proposed project on parks would be less than significant.

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

Libraries:

The Contra Costa Library operates 28 facilities in Contra Costa County, including the Martinez Library at 740 Court Street in Martinez (approximately 3.5 miles driving distance to the northwest). The Contra Costa Library system is primarily funded by local property taxes, with additional revenue from intergovernmental sources. A portion of the property taxes on the project site will contribute to the Contra Costa Library system. Accordingly, the impact of the use of the public libraries by the residents of the 38 lots created would be less than significant.

Health Facilities:

The Contra Costa County Health Services Department (CCCHSD) operates a regional medical center (hospital) and 11 health centers and clinics in the County. County health facilities generally serve low income and uninsured patients. CCCHSD is primarily funded by federal and state funding programs, with additional revenue from local taxes, including a portion of the taxes on the project

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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site. Thus, the impact of the use of public health facilities by the residents of the 38 lots created would be less than significant.

Sources of Information

- California Department of Finance 2021.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021.*

16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

The proposed project involves a subdivision of a 9.92-acre project site into 38 residential lots. The population in the project area would be increased by approximately 108 persons. This population growth could incrementally increase use of parks and recreational facilities in the area. However, the negligible increase in population is not expected to impact recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The 38 new single-family residences are also subject to a Park Impact Fee, paid by the applicant prior to issuance of a building permit. Additionally, the proposed project includes an on-site common open space area on Parcel D for use by the new residents of the 38 lots. Therefore, the increase in use of the parks and recreational facilities would be less than significant.

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

As described above, use of public recreational facilities by potential new residents would incrementally increase use of existing facilities, but would not result in the construction or

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expansion of recreational facilities. The proposed project includes an on-site common open space area on Parcel D for use by the new residents of the 38 lots.

Sources of Information

- California Department of Finance 2021.

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

SUMMARY:

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

The existing and anticipated proposed project trip generation was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 10th Edition, 2017 for "Single Family Detached Homes" (ITE LU #210).

Trip reductions resulting from nearby transportation options were not applied since walking access to the nearest bus stop is hindered by gaps in the sidewalk coverage along Midhill Road. Further, reductions attributable to internal capture, pass-by or any other trip reductions are not applicable and therefore have also not been applied.

The expected trip generation potential for the proposed project is indicated in Table 1. The proposed project is expected to generate an average of 350 net-new trips per day, including 27 trips during the a.m. peak hour and 37 during the p.m. peak hour; these net-new trips represent the increase in traffic associated with the project.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 1 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Existing											
Single Family Detached Housing	-1 du	9.44	-9	0.74	-1	0	-1	0.99	-1	-1	0
Proposed											
Single Family Detached Housing	38 du	9.44	359	0.74	28	7	21	0.99	38	24	14
TOTAL			350		27	7	20		37	23	14

Trip Distribution

Plots illustrating the prevailing travel patterns in the study area from the Contra Costa County Travel Demand Model outputs were used to estimate relative trip distribution patterns within the study area by comparing relative vehicle demands on major roadways surrounding the study area. It should be noted that trips were assumed to use surface streets (such as Morello Avenue and Midhill Road) to access regional facilities (i.e., SR-4 and Interstate 680). The applied distribution assumptions (with manual adjustments for rounding) and resulting trips are shown in Table 2.

Table 2 – Trip Distribution Assumptions

Route	Percent	Daily	AM Trips	PM Trips
To/From the north via Morello Ave	5%	18	1	2
To/From the south via Morello Ave	10%	34	3	3
To/From the west via SR-4	40%	140	11	15
To/From the east via SR-4	40%	140	11	15
To/From the south-east via Milano Wy	5%	18	1	2
TOTAL	100%	350	27	37

Pedestrian Facilities

A network of sidewalks, crosswalks and curb ramps are generally provided along Midhill Road, Morello Avenue and Midway Drive within the study area. The portion of Midhill Road within unincorporated Contra Costa County and immediately fronting the project site has undeveloped shoulders that lack a dedicated sidewalk for pedestrian use.

Internal pedestrian access within the site is provided via a network of sidewalks and curb ramps. The project would also build new sidewalks on the eastern side of Midhill Road along the project frontage and extending 270 feet south toward Midway Drive, conforming to the existing sidewalk. All pedestrian facilities would be built to satisfy current Contra Costa County Public Works Department standards.

Bicycle Network

A Class II bike lane exists on Morello Avenue and Arnold Drive within the study area. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project Study Area.

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The project does not propose to modify or construct new bicycle facilities within the study area.

Transit Facilities

County Connection

County Connection provides fixed route bus service in Contra Costa County. Two bicycles can be carried on most buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on buses at the discretion of the driver. The County Connection provides bus service to the immediate study area via four local routes.

Line 18 provides weekday service between the Martinez Amtrak station and Pleasant Hill BART Station, via Morello Avenue within the vicinity of the project. Service is provided between 6:00 a.m. and 9:30 p.m. with an approximately 80-minute headway. The bus stop nearest the project site is near the intersection of Morello Avenue/Midhill Road, approximately one-half mile from the project site.

Line 28 provides weekday service between the Martinez Amtrak station and Diablo Valley College via Morello Avenue and Arnold Avenue within the vicinity of the project. Service is provided between 6:00 a.m. and 9:00 p.m. with 55-minute headways during the peak period and 110-minute headways during off-peak periods. The bus stop closest to the project site is near 1320 Arnold Drive, approximately 0.9 mile from the project site.

Line 99x provides peak period weekday service between the Martinez Amtrak Station and the North Concord BART Station via Morello Avenue and Arnold Avenue within the vicinity of the project. On weekdays, service is provided from 6:00 a.m. to 9:00 a.m. and from 3:30 p.m. to 6:30 p.m. with a bus arriving every 20 to 30 minutes. The bus stop closest to the project site is near 486 Morello Avenue, approximately 0.7 mile from the project site.

Line 316 provides weekend service between the Martinez Amtrak Station and the Pleasant Hill BART Station via Morello Avenue within the project area. Weekend service is provided between 7:30 a.m. and 8:00 p.m. with headways of 80 minutes. The bus stop closest to the project site is near the intersection of Morello Avenue/Midhill Road, approximately 2,700 feet from the project site.

Amtrak

Amtrak is a passenger railroad service that provides medium- and long-distance service between cities in the United States and Canada, with a station in Martinez approximately three miles from the project site at 601 Marina Vista Road. The Martinez Amtrak Station is served by the Capitol Corridor, California Zephyr, Coast Starlight and San Joaquin passenger train services.

Bay Area Rapid Transit (BART)

The BART system provides regional rail service between San Mateo, San Francisco, Alameda, Contra Costa and Santa Clara counties. The nearest BART station is at 3700 Port Chicago Highway, which is approximately four miles from the project site. This station is served by the Antioch, Pittsburg and San Francisco International Airport lines. On weekdays during peak commute periods, trains have a 15-minute headway. During all other times (off-peak periods and weekends), trains operate at 20-minute headways. Typical hours of operation for BART are between the hours

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of 5:00 a.m. and midnight during the weekday, 6:00 a.m. to midnight on Saturdays and 8:00 a.m. to midnight on Sundays.

County Connection LINK

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. The study area is served by the County Connection LINK that offer paratransit services. This service is designed to serve the needs of individuals with disabilities within Contra Costa County.

On-Demand Transportation Services

On-demand private taxi services are available in the study area 24 hours a day. Taxis can be used for trips within the local Planning Area and farther destinations, including nearby airports. Other ride-hailing applications are also available in study area and provide transportation throughout the Bay Area.

Based on field observations, ridership on local bus routes is relatively low, with many seats observed to be unoccupied. If 20 percent of peak hour trips were made by transit, there would be six (a.m.) and eight (p.m.) additional transit riders, spread out over multiple routes and times. The volume of riders expected to be generated by the project would therefore be unlikely to exceed the carrying capacity of the existing bus service near the project site, especially when spread over several routes and times.

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

Vehicle Miles Traveled (VMT) Analysis

Senate Bill (SB) 743 established a change in the metric to be applied for determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service (LOS) analysis, the increase in Vehicle Miles Traveled (VMT) associated with a project is now the basis for determining impacts. Contra Costa County adopted the *Transportation Analysis Guidelines*, which includes a VMT policy on June 23, 2020. This document describes the use of recommended methodologies to determine the average trip length and estimated VMT for a proposed project. According to the Contra Costa County Travel Demand Model estimates, the County-wide home-based average VMT per resident is 19.4 miles. Concurring with guidance provided by this document, a project located anywhere in the County which generates a VMT that is 15- percent or more below this value, or 16.5 miles per resident, would have a less-than-significant VMT impact.

The project would be located within Traffic Analysis Zone (TAZ) 20036 of the Contra Costa Travel Demand Model which has a home-based VMT of 18.4 miles per resident. Use of the estimated vehicle miles traveled for this TAZ alone may not be appropriate as this zone contains a relatively large portion of agricultural land uses and as such may not accurately reflect the travel behavior associated with typical residential land uses. Considering these factors, County staff recommended that the average home-based VMT of the project's TAZ as well as the VMT for surrounding TAZs containing a similar mix of predominately residential land uses should be

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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averaged to estimate the vehicle miles travelled associated with the proposed residential project. Averaging the estimated vehicle miles traveled of TAZ's containing mostly residential land uses is expected to more accurately reflect vehicle travel associated with the proposed residential project within this area of the County. This methodology is also consistent with the *Transportation Analysis Guidelines*.

The Contra Costa County model estimates that the average home-based VMT for TAZ's with similar mixes of land uses within the immediate vicinity of the project site have an average VMT per capita of 16.8 miles. Because this per capita VMT rate is greater than the significance threshold of 16.5 miles, the project would be presumed to have a significant VMT impact if no mitigation measures are applied. Table 4 shows the home-based VMT for each TAZ containing a similar mix of land uses within the immediate vicinity of the project site.

Table 3 – Estimated VMT per Resident by Traffic Analysis Zone

Traffic Analysis Zone No.	Home-Based VMT
20033	15.7
20035	18.3
20036	18.4
20037	18.0
20038	13.7
Average	16.8

Notes: VMT = vehicle miles travelled

To mitigate the VMT impact, transportation demand management (TDM) measures can be implemented to reduce the need for vehicle travel by residents of the proposed project. The VMT associated with a development project is influenced by numerous factors, including proximity to other land uses. The California Air Pollution Control Officers Association (CAPCOA) publication *Quantifying Greenhouse Gas Mitigation Measures* (2010) ("CAPCOA document") includes a review of TDM strategies that can be expected to reduce VMT in comparison with typical development practices in the area. The TDM measures described below are recommended measures that would be expected to reduce the project's VMT.

Impact Trans-2: The project site has an average VMT per capita of 16.8 miles which is greater than the significance threshold of 16.5 miles.

Mitigation Measure TRANS-2: The following section describes the proposed Transportation Demand Management (TDM) plan based on best practices to cost-effectively reduce vehicle miles traveled (VMT) for residents and visitors. The TDM plan is prepared in accordance with Chapter 82-32 of the County Code.

Resident Transit Subsidy

To encourage transit use, the homeowner's association shall provide residents with a \$75 monthly subsidy on Clipper cards (via dues paid by residents).

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Rideshare/SchoolPool Program

The homeowner's association shall create personalized trip planning information, regardless of mode, for all residents and students. The transportation coordinator (see below) shall review the work locations of resident employees and school locations and determine their best options for ridesharing. Personalized trip planning information would be presented to residents in packets prior to occupancy.

The rideshare/schoolpool program shall initially be established by the project's Homeowners' Association (HOA). The HOA manager shall create a website displaying information such as community news, announcements, instructions on how to pay association dues, make inquiries, etc. The website shall contain a subsection addressing rideshare/schoolpool options where residents could participate in "pooled" rides to school, BART, or the Pacheco Transit Center.

A portion of the HOA website shall be made available to the surrounding geographic community or linked to another "public" website (such as Facebook, Nixle or NextDoor) to create a broader rideshare/schoolpool program. This website shall also be established and maintained by the HOA's designated Transportation Coordinator. Participation amongst residents and students within the broader area would enrich ride-matching opportunities to further reduce VMT in the area.

Education, Outreach & Marketing

Transportation Coordinator

The HOA management company shall designate a staff person to act as the Transportation Coordinator for this community. This person would implement and manage the TDM plan and programs. The Coordinator would provide customized transit information to the community's residents (i.e. nearest bus stops, bus and BART timetables, directions to and information on the Pacheco Transit Center, etc.). It is beneficial to provide a central information center customized for this community even though a resident may also locate this information on their own through various online sources. The costs of the Transportation Coordinator would be included in the HOA management company fee which is included in the monthly HOA dues.

The duties can include:

- Create and distribute resident transportation information welcome packets
- Maintain and update a virtual bulletin board of transportation information
- Distribute Contra Costa biking and walking maps and other information
- Promote and maintain the rideshare/schoolpool program
- Provide information on transit passes

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Offer free bicycle safety training literature with information on local bike safety/training programs

Welcome Packets for New Residents

New residents shall be provided with a welcome packet containing relevant transportation information. The packet shall include walking and biking maps of the area, suggested walking routes to nearby transit facilities, information on local and regional transit providers, information on the residential organization's ride-matching services, and materials regarding the provision of extra parcel boxes at the on-site mailbox.

The following measure does not provide quantifiable VMT reduction for this project but promotes a safe walking environment that could potentially reduce vehicle travel.

Pedestrian Improvements

The project will include sidewalks within the development, along the frontage of the property, and across an adjacent property to connect to the existing sidewalk on Midhill Road. These improvements are a positive step in creating a walkable neighborhood, but due to the overall, incomplete sidewalk system on Midhill Road, this measure does not provide quantifiable VMT reduction.

VMT Reductions Associated with Project Characteristics

The VMT associated with a development project is influenced by the TDM program outlined above. The CAPCOA document, includes a methodology to determine the VMT reductions associated with TDM measures. As noted in the CAPCOA document, all of the TDM measures listed here are applicable in residential developments. The CAPCOA document contains multiple citations referencing original research. For the proposed project, a 4.1 percent reduction in VMT is projected. Table 4 details the reduction by measure.

Table 4 – Estimated Resident VMT Reduction

TDM Measure	VMT Reduction (%) Project Estimate
Transit Pass Subsidy	1.6
Ridesharing/SchoolPool Program	1.6
Education, Outreach, and Marketing	0.9
Pedestrian Improvements	Supportive
Total Potential VMT Reduction	4.1

Notes: TDM = transportation demand management; VMT = vehicle miles travelled; transit pass subsidy impact reduced by multiplicative dampening

TDM Program Impact Analysis

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The TDM measures outlined above will reduce residential vehicle trips and VMT. The expected VMT reductions associated with the various TDM measures were estimated based on information published in the CAPCOA document, the most utilized current resource to measure VMT reductions. A summary of the VMT findings is provided in Table 5.

Table 5 – Vehicle Miles Traveled Analysis Summary

VMT Metric	Baseline VMT Rate	Significance Threshold	Project Unmitigated VMT Rate	Project Mitigated VMT Rate	Resulting Significance
Residential VMT per Capita (Countywide Baseline)	19.4	16.5	16.8	16.1	Less-Than-Significant

Note: VMT Rate is measured in VMT per Capita, or the number of daily miles driven per resident

The project would be expected to have a VMT per capita of 16.8, which is higher than the threshold of 15-percent below the County-wide average VMT per capita of 16.5. Upon implementation of appropriate TDM measures, the project could reasonably be expected to reduce their VMT to 16.1, and the VMT impact would be reduced to a less-than-significant level.

Cumulative Impact Analysis

The Contra Costa County adopted a VMT policy document *Transportation Analysis Guidelines* which states that Cumulative Condition VMT impacts should be evaluated for consistency with the County General Plan (Envision 2040). This guideline also states that if the cumulative plus project analysis indicates that the total VMT remains at or below the VMT generated by the full General Plan buildout and the project is aligned with the County General Plan's relevant goals and policies, then the project would be considered to have a less-than-significant cumulative impact. The proposed project is comprised of 38 single family homes which is less than the maximum number of dwelling units allowed (55 units) for this parcel as described in the County's Envision 2040 General Plan. Therefore, the project is considered to have a less-than-significant cumulative VMT impact.

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

The proposed project would remove an existing driveway to the private residence and construct two new entrance roads. The north road (B Street) would be located at the northern terminus of Midhill Road approximately 800 feet north of Midway Drive. The south road access (A Street) would be located approximately 600 feet north of Midway Drive. The new entrance roads would provide full access with no turn restrictions onto Midhill Road.

Sight distance along Midhill Road at the project driveways was evaluated based on sight distance criteria contained in the Highway Design Manual published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, which uses the approach travel

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speeds as the basis for determining and recommended sight distance. Based on the posted speed limits near the project site of 25 mph on Midhill Road, the minimum stopping sight distance needed is 150 feet.

Sight distances at each proposed entrance road were field measure which includes consideration for the vegetation and topography along Midhill Road. The available sight distance at both entrance roads along Midhill Road exceeds 150 feet in each direction. Sight distances along Midhill Road at both entrance roads along Midhill Road are adequate for the approach speeds. The project would not substantially increase hazards due to any design features.

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

The site plan was reviewed by the Contra Costa County Fire Protection District (CCCYPD) in March 2021. As indicated in their letter dated March 11, 2021, the CCCYPD concluded that site access a turnaround area as shown on the site plan appear to comply with the Fire District's requirement. As such, impacts would be less than significant.

Sources of Information

- Contra Costa County General Plan. 2005-2020. *Transportation and Circulation Element*.
- W-Trans. 2021. *197 Midhill Road Residential Project Transportation Analysis dated August 24, 2021*.
- Contra Costa County Department of Public Works. 2021. *Staff Report and Conditions of Approval dated May 27, 2021*.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021*.

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

SUMMARY:

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

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

As discussed in the Cultural Resources section of this Initial Study, no historical resources are known to exist on the project site. Further, according to the County's Archaeological Sensitivities Map, Figure 9-2, of the County General Plan, the subject site is located in an area that is considered "largely urbanized area." Given all of these factors, there is little potential for the project to impact cultural resources on the site. Nevertheless, the expected construction and grading would cause ground disturbance which may impact heretofore undocumented cultural resources. However, implementation of **Mitigation Measure CUL-1** would reduce the impact on archeological resources during project related work to a level that would be considered less than significant.

Pursuant to Section 21080.3.1 of the California Public Resources Code (PRC), correspondence detailing the proposed project was provided to the Wilton Rancheria Indian Tribe on March 11, 2021. The correspondence formally notified the Wilton Rancheria Indian Tribe of their opportunity to request consultation with the County regarding the potential for the project impacting tribal cultural resources, as defined in Section 21074 of PRC. The Tribe indicated in their correspondence they had no concern regarding the project. Therefore, the proposed project would result in a less than significant potential for the proposed project impacting tribal cultural resources.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impact TRIBAL CUL-1: The project could cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). The expected construction and grading could cause ground disturbance which may impact heretofore undocumented cultural resources.

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

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

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

Sources of Information

- Contra Costa County General Plan 2005-2020. *Open Space Element*.
- Wilton Rancheria. 2021. *Tribal Consultation Letter dated March 11, 2021*.
- Solano Archaeological Services. July 15, 2020. *CEQA Cultural Resources Study, 197 Midhill Road, City of Martinez, Contra Costa County, California*.

19. UTILITIES AND SERVICE SYSTEMS – Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

The project site has an existing single-family residence and accessory buildings, and is currently connected to water, wastewater, electric, gas, and telecommunication facilities. Contra Costa Water District (CCWD) provided a letter dated April 8, 2020, requiring installation of water main extension from the existing 12-inch water main on Midhill Road. The project will be required to comply with all of CCWD's applicable standards for new residential service connections, installation of approved automatic fire sprinkler system, and water main requirements. Mountain View Sanitary District (MVSD) provided a letter dated September 17, 2020, that required the applicant to televise a portion of the downstream sanitary sewer system to confirm that the pipes are serviceable to add the wastewater flows from the proposed subdivision. Televising will be from the manhole adjacent to the proposed subdivision to the manhole located in the easement approximately 323 feet north of the intersection of Midhill Road and Fraga Court. Additionally, the project will be required to replace two 6-inch pipe segments with an 8-inch pipe and pay the required connection fees.

Run off from this development will be routed to either of the two bioretention basins onsite, with the exception of self-treating areas. The basin on Parcel B will outfall into an existing drainage ditch located south of the property. The basin on Parcel A will connect to an existing 24-inch storm drain located along Midhill Road, west of the site. Per the plans the drainage ditch and 24-inch storm drain eventually converge into a 36-inch storm drain located along Midhill Road, south of the development. The 36-inch storm drain connects to Line J of Drainage Area 57, located near the intersection of Midhill Road and Midway Drive.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (Less than Significant Impact)*

The project site currently receives water from CCWD and CCWD has reviewed and provided comments on the project as indicated in Section 19a above. CCWD did not indicate they are unable to serve the project. Thus, the applicant will be required to submit a will serve letter prior to final map recordation.

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

The project site currently is served by MVSD and MVSD has reviewed and provided comments on the project as indicated in Section 19a above. MVSD did not indicate they are unable to serve the project. Thus, the applicant will be required to submit a will serve letter prior to final map recordation.

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

The proposed project would generate construction solid waste and post-construction residential solid waste. Construction waste would be hauled to one of the recycling center and/or transfer stations located in the area. The recycling center and/or transfer station would sort through the material and pull out recyclable materials. Future construction of the proposed project would incrementally add to the construction waste headed to a landfill; however, the impact of the project-related incremental increase would be negligible. Furthermore, construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development (DCD) at the time of application for a building permit. The Debris Recovery Program would reduce the construction debris headed to the landfill by diverting materials that can be recycled to appropriate recycling facilities.

With respect to residential waste, the receiving landfill for operational waste would be Republic Services in Martinez or Oakland. Waste from the 38 single-family residence operations would incrementally add to the operational waste headed to the landfill. However, the impact of the project-related waste is considered to be less than significant.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project plans will be reviewed and approved by the County Building Inspection Division prior to issuance of a building permit to ensure compliance with the CalGreen Construction and Demolition Debris Recovery Program. The project includes residential uses that would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to solid waste. Thus, the project will comply with the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste and have a less-than-significant impact.

Sources of Information

- Contra Costa Water District. 2020. *Agency Comment Letter dated April 8, 2020.*
- Mountain View Sanitary District. 2020. *Agency Comment Letter dated September 17, 2020.*
- Meridian Associates, Inc. February 11, 2021. *Storm Water Control Plan for Heritage View, 197 Midhill Road, Martinez, California 94553.*

20. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan? (**Less than Significant Impact**)*

The project site is located within a "Non-Very High" Fire Hazard Severity Zone in a Local Responsibility Area under the California Department of Forestry and Fire Protection (Cal Fire) Zone Map. The fire hazard severity zones reflect the degree of severity of fire hazard that is expected to prevail in the area. The construction of the new residences would be subject to building standards for this "non very high" designation within the Fire Hazard Severity Zones. These regulations apply to the perimeters and access of all residential, commercial, and industrial building construction within state responsibility areas. The building standard for the Fire Hazard Severity Zones would be enforced as the project goes through the plan checking process with the Building Inspection Division and the Contra Costa County Fire Protection District. As the project will comply with these standards, the project substantially impairing an adopted emergency response plan or emergency evacuation plan or exacerbating wildlife risks would be less than significant.

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

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

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

The project site contains an existing residence with existing power lines and other utilities, which will be expanded to accommodate the proposed residences. However, the new electrical power and natural gas lines on site and connecting to the project site would be installed underground, minimizing potential ignition and related fire risk above ground, at the project site according to the California Building Code, Uniform Fire Code, and the Contra Costa County General Plan Implementation Measure 7-au. The project plans will be reviewed and approved by the Fire District prior to issuance of a building permit. The proposed project would not require emergency water sources because potable water is currently provided by the Contra Costa Water District, which has adequate water supplies available to serve the project and future development. Lastly, off-site improvements, including frontage sidewalks, driveway curbs, widening of Midhill Road, and gutter improvements would not exacerbate fire risk. Therefore, the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment is less than significant. Existing powerlines that traverse the site in a north-south direction within a 100-foot easement have been and will continue to be maintained by the current operator.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Less than Significant with Mitigation)*

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

Sources of Information

- California Department of Forestry and Fire Protection (Cal Fire). 2009. *Very High Fire Hazard Severity Zones in LRA Map*.
- Meridian Associates, Inc. February 11, 2021. *Storm Water Control Plan for Heritage View, 197 Midhill Road, Martinez, California 94553*.
- Contra Costa County General Plan, 2005-2020. Safety Element.
- Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021*.

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

SUMMARY:

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

As discussed in individual sections of this initial study, the project to construct an additional single-family residence and replace an existing culvert may impact the quality of the environment (Aesthetic, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources) but the impact would be reduced to a less than significant level with the adoption of the recommended mitigation measures that are specified in the respective sections of this initial study. The project is not expected to threaten any wildlife population, impact endangered plants or animals, affect state cultural resources or the environment with the already identified mitigation measures.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Less than Significant Impact)*

The proposed project to allow 38 residential lots and associated improvements would not create substantial cumulative impacts. The project is consistent with the Single-Family Residential-High Density (SH) General Plan. Residential development of the site has been anticipated and implementation of the project would result in a less intense development than allowed and anticipated by the County's General Plan. Furthermore, the proposed project would be consistent with the existing single-family residential development.

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

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

REFERENCES

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

1. Project Application and Plans
2. California Environmental Quality Act Guidelines
3. Contra Costa County General Plan (2005 – 2020)
4. Contra Costa County Historic Resources Inventory (12/2010)
5. Contra Costa County Important Farmland Map (2016)
6. Contra Costa County Ordinance (Title 8)
7. County Geographic Information System (GIS) Data Layers
8. East Contra Costa County Habitat Conservancy. Accessed July 2021. <http://www.co.contra-costa.ca.us/depart/cd/water/HCP/>
9. Bay Area Air Quality Management District. 2017. *Bay Area 2017 Clean Air Plan*.
10. Bay Area Air Quality Management District. 2017. *Air Quality Guidelines*.
11. Hazardous Waste and Substances Site List - "Cortese List" (Website)
12. Contra Costa County, 2008. *Municipal Climate Action Plan*.
13. Contra Costa County, 2015. *Climate Action Plan*.
14. California Department of Finance 2021.
15. California Department of Forestry and Fire Protection (Cal Fire). 2009. *Very High Fire Hazard Severity Zones in LRA Map*.
16. Contra Costa County Department of Public Works. May 27, 2021. *Staff Report and Conditions of Approval*.
17. Contra Costa County Fire Protection District. 2021. *Agency Comment Letter dated March 11, 2021*.
18. California Historical Resources Information System, Northwest Information Center. 2020. *Agency comment letter dated September 22, 2020*.

19. Wilton Rancheria. 2021. *Tribal Consultation Letter dated March 11, 2021.*
20. Darwin Myers Associates, County Geologist. 2021. *Geologic Peer Review for County File #SD20-9545.* April 2, 2021.
21. Contra Costa Water District. 2020. *Agency Comment Letter dated April 8, 2020.*
22. Mountain View Sanitary District. 2020. *Agency Comment Letter dated September 17, 2020.*
23. Diane S. Moore, Moore Biological Consultants. 2020. *197 Midhill Road, Contra Costa County, California: Biological Assessment dated March 31, 2020.*
24. Trees, Bugs, Dirt. 2020. *Arborist Report for Heritage View Subdivision 197 Midhill Road, Martinez, CA dated August 3, 2020.*
25. Solano Archaeological Services. July 15, 2020. *CEQA Cultural Resources Study, 197 Midhill Road, City of Martinez, Contra Costa County, California.*
26. Meridian Associates, Inc. February 11, 2021. *Storm Water Control Plan for Heritage View, 197 Midhill Road, Martinez, California 94553.*
27. Stevens Ferrone & Bailey. 2020. *Geotechnical Investigation, 197 Midhill Road Development, Martinez, CA.* August 14, 2020.
28. Stevens Ferrone & Bailey. 2020. *Supplemental Geological and Geotechnical Evaluation, 197 Midhill Road, Martinez, CA.* October 2, 2020.
29. Rebecca E. Natal, Advanced Geo. 2020. *Phase I Environmental Site Assessment, Echols Trust Property, 197 Midhill Road, Martinez, California dated February 05, 2020.*
30. W-Trans. 2021. *197 Midhill Road Residential Project Transportation Analysis dated August 24, 2021.*
31. Cerco Analytical. 2020. *197 Midhill Road, Martinez. Corrosivity Analysis – ASTM Test Methods.* August 18, 2020.
32. Public Resources Code

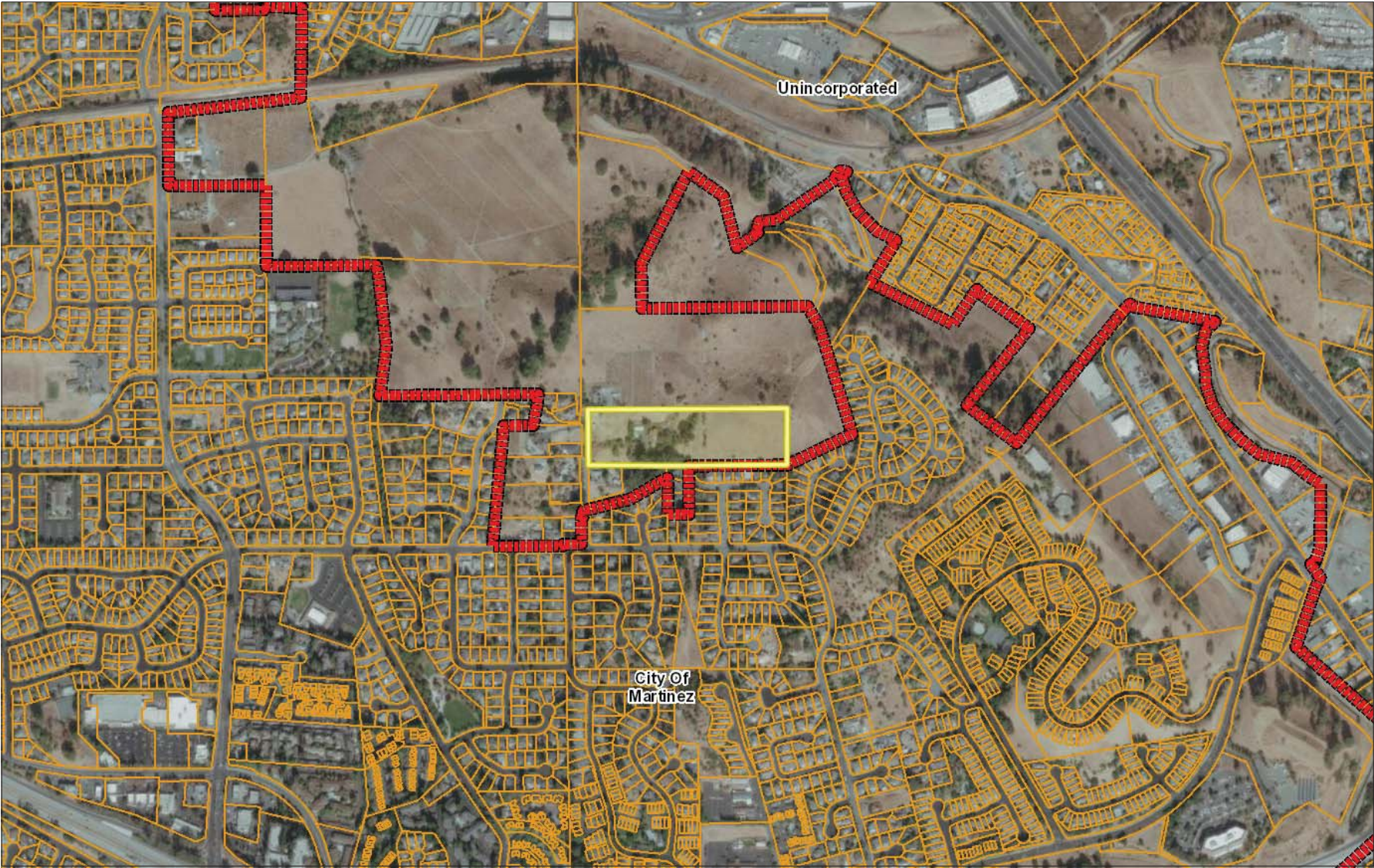
ATTACHMENTS

- 1. Vicinity Map**
- 2. Vesting Tentative Map**
- 3. MMRP**

Vicinity Map



- Legend
- City Limits
 - Unincorporated
 - Assessment Parcels
 - World Imagery
 - Low Resolution 15m Imagery
 - High Resolution 60cm Imagery
 - High Resolution 30cm Imagery
 - Citations



City Of
Martinez

Unincorporated

1:9,028



Notes
Contra Costa County - DOIT GIS

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

VESTING TENTATIVE MAP

SUBDIVISION 9545 HERITAGE VIEW

MARTINEZ • CONTRA COSTA COUNTY • CALIFORNIA

NOTES AND SECTIONS

SCALE: AS SHOWN

AUGUST, 2020
UPDATED: FEBRUARY ,2021

RECEIVED on 02/24/2021 SD20-0545
By Contra Costa County
Department of Conservation and Development
RZ20-3256, DP20-3021

ENCHMARK :
CONTRA COSTA COUNTY BENCHMARK 3334: A CONCRETE FASTENER AND BRASS DISC IN TOP OF CURB EAST CORNER OF CONCRETE D.U. ON SOUTH SIDE OF PALSADE DRIVE 200' WEST OF THE INTERSECTION OF PALSADE DRIVE AND MORELLO ROAD. ELEVATION 103.606 (BASED ON MEAN SEA LEVEL).

BASIS OF BEARINGS
BEARINGS SHOWN HEREON ARE BASED UPON THE LINE BETWEEN FOUND MONUMENTS ON MIDHILL ROAD AS SHOWN ON SUBDIVISION 6959 - MIDHILL RIDGE (352 M 4) AS "NORTH 0° 29' 52" EAST".

TITLE REPORT:
OLD REPUBLIC TITLE COMPANY, ORDER NO. 0147023545-DJ
DATED: NOVEMBER 12, 2019
AMENDED: JANUARY 3, 2020

GENERAL NOTES

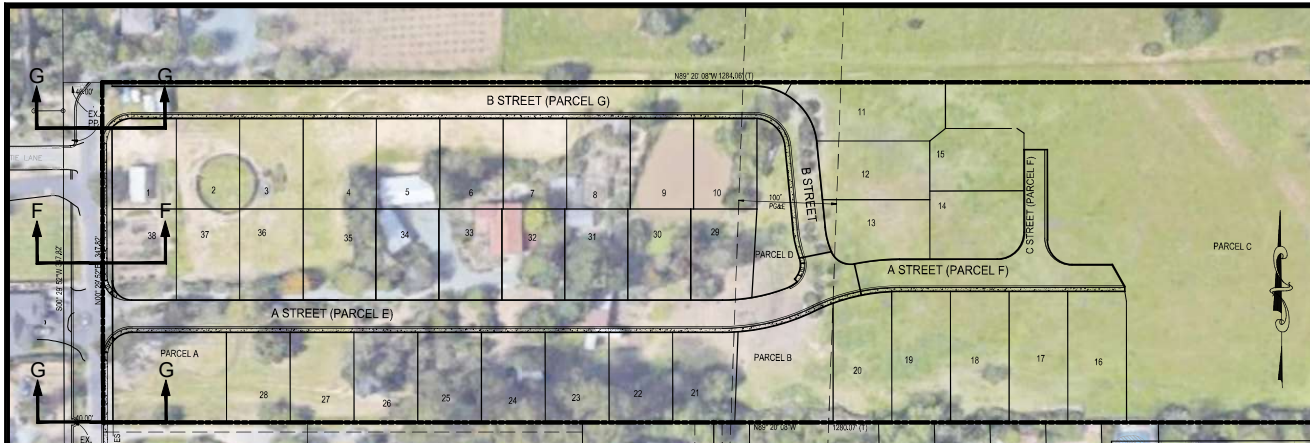
- OWNER: BRENT LEE ECHOLS & KATHLEEN M ECHOLS LIVING TRUST
- DEVELOPER: DENOVA HOMES
1500 WILLOW PASS COURT
CONCORD, CA 94520
CONTACT: TRENT SANCHEZ
- CIVIL ENGINEER: MERIDIAN ASSOCIATES, INC.
1300A WILLOW PASS COURT
CONCORD, CA 94520
CONTACT: HOWARD KAHN
- SOILS ENGINEER: STEVENS, FERREONE & BAILEY
1600 WILLOW PASS COURT
CONCORD, CA 94520
(PROJECT NO. 155-89 DATED: AUGUST 14, 2020)
CONTACT: KEN FERREONE

- ASSESSOR'S PARCEL NUMBERS: 161-150-009
- EXISTING LAND USE: VACANT
- PROPOSED LAND USE: SINGLE FAMILY RESIDENTIAL
- SITE AREA: GROSS AREA FOR ALL PARCELS: 9.92 ACRES
NET DEVELOPABLE ACREAGE: 7.64 ACRES
- NUMBER OF LOTS: 38 RESIDENTIAL LOTS & 7 PARCELS
- GENERAL PLAN: HIGH DENSITY RESIDENTIAL
- EXISTING ZONING: N/A
PROPOSED ZONING: N/A
- DENSITY (ALLOWED): 5.0 - 7.2 UNITS/NET AC
DENSITY PROPOSED: 5.0 UNITS/NET AC
- UTILITY PROVIDERS: CONTRA COSTA WATER DISTRICT (CCWD)
WATER: PACIFIC GAS & ELECTRIC
GAS & ELECTRIC: MT. VIEW SANITARY DISTRICT
SEWER: ATT
CABLE: COMCAST CABLE

- TOPOGRAPHY: EXISTING TOPOGRAPHY PROVIDED BY VERTICAL MAPPING RESOURCES AND A FIELD SURVEY BY MERIDIAN ASSOCIATES, INC. DATED JANUARY 19, 2020.
CONTOUR INTERVAL IS 1 FOOT.
- BOUNDARY: BOUNDARY AS SHOWN IS BASED ON RECORD INFORMATION ONLY. FINAL BOUNDARY SHALL BE BASED ON A FIELD SURVEY.
- STREETS: ALL PROPOSED NEW STREETS ARE PRIVATE (PARCELS E, F & G)
- FLOOD ZONE: THE SITE IS DESIGNATED AS ZONE X (OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER FEMA FIRM MAP PANEL 277 OF 022 (MAP 0601302277) DATED JUNE 16, 2009.
- GRADING: GRADES SHOWN HEREON ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN.
- DIMENSIONS: HOUSE FOOTPRINTS, LOT DIMENSIONS AND AREA(S) SHOWN HEREON ARE APPROXIMATE AND SUBJECT TO CHANGE DURING FINAL DESIGN.

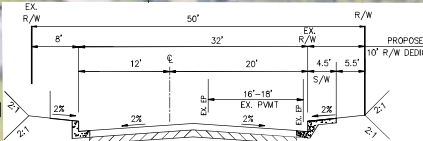
SHEET INDEX

SHEET	DESCRIPTION
C-1	NOTES AND STREET SECTIONS
C-2	BOUNDARY AND EXISTING CONDITIONS
C-3	TREE REMOVAL EXHIBIT
C-4	PRELIMINARY GRADING AND DRAINAGE PLAN
C-5	PRELIMINARY GRADING SECTIONS
C-6	SLOPE ANALYSIS
C-7	PRELIMINARY UTILITY PLAN
C-8	FINAL DEVELOPMENT PLAN
C-9	CONCEPTUAL STORM WATER MANAGEMENT PLAN

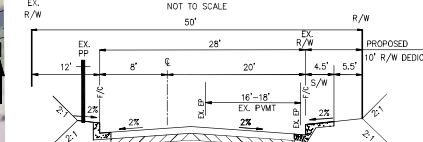


SITE PLAN

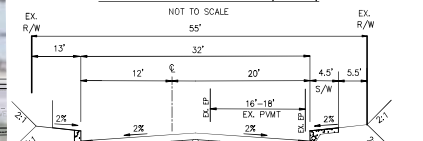
SCALE: 1" = 60'



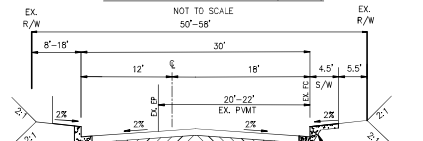
**MIDHILL ROAD
TYPICAL STREET SECTION F-F (PUBLIC)**



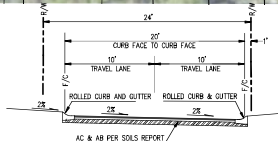
**MIDHILL ROAD
TYPICAL STREET SECTION G-G (PUBLIC)**



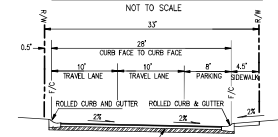
**MIDHILL ROAD
TYPICAL STREET SECTION H-H (PUBLIC)**



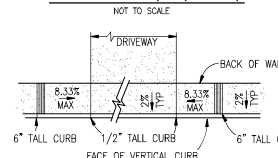
**MIDHILL ROAD
TYPICAL STREET SECTION I-I (PUBLIC)**



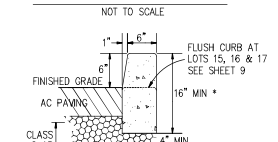
**C STREET
MINOR ROADS 24' R/W (PRIVATE)**



**A & B STREET
MAIN ROAD 34' R/W (PRIVATE)**



TYPICAL DRIVEWAY APRON



6" VERTICAL CURB & FLUSH CURB

LEGEND

EXISTING PROPOSED

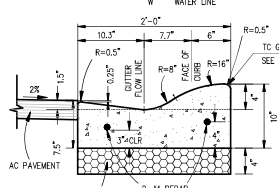


STANDARD C1-1 CURB, GUTTER & WALK

SEE CITY STANDARD PLAN C1-1 FOR DETAILS
NOT TO SCALE

ABBREVIATIONS:

AB AGGREGATE BASE
AC ASPHALT CONCRETE
CL CENTER LINE
CB CATCH BASIN
CO CLEAN OUT
EL ELEVATION
EP EDGE OF PAVEMENT
EX EXISTING
FC FACE OF CURB
SD STORM DRAIN
FS FINISHED GRADE
FH FIRE HYDRANT
FL FLOW LINE
GB GRADE BREAK
GR GRATE ELEVATION
HP HIGH POINT
JT JOINT TRENCH
LP LOW POINT
MH MANHOLE
PL PROPERTY LINE
PP POWER POLE
PUE PUBLIC UTILITY EASEMENT
R RADIUS
RM RIM ELEVATION
R/W RIGHT OF WAY
SD STORM DRAIN
SDMH STORM DRAIN MANHOLE
SS SANITARY SEWER
SSDH SANITARY SEWER
SSDMH SANITARY SEWER
TC TOP OF CURB
TFC TOP OF FLUSH CURB
TYP TYPICAL
W WATER LINE



ROLLED CURB AND GUTTER

NOT TO SCALE

DATE: FEB, 2021	NO.	BY	DATE	REVISIONS
SCALE: AS SHOWN				
DRAWN: TJB/YPS				
DESIGNED: HK/TB				
ENGINEER: YS				
MANAGER: HK				

PREPARED BY: OR UNDER
THE DIRECTION OF:
REGISTERED PROFESSIONAL ENGINEER
No. C30710
EXP. 3/31/2021
CIVIL
STATE OF CALIFORNIA

MERIDIAN ASSOCIATES, INC.
CIVIL ENGINEERING • PLANNING • SURVEYING
1300A WILLOW PASS COURT
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FAX 925-685-0660

SUBDIVISION 9545
VESTING TENTATIVE MAP
HERITAGE VIEW
NOTES AND STREET SECTIONS
MARTINEZ
CONTRA COSTA COUNTY
CALIFORNIA
SHEET NO. **C-1**
OF 9 SHEETS
JOB NO. 19-18-01

JOB NO. 19-18-01

**Mitigation Monitoring and Reporting Program
County File #CDSD20-09545**

**197 Midhill Road
Martinez, CA 94553**

September 10, 2021

SECTION 1: AESTHETICS

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

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

Implementing Action:	COA
Timing of Verification:	Prior to, during, and post construction.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	If proposed, include on construction plan set for CDD review.

SECTION 2: AIR QUALITY

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

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

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

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corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.	
Implementing Action:	COA
Timing of Verification:	Prior to and during construction.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set for CDD review.
SECTION 3: BIOLOGICAL RESOURCES	
Impact BIO-1: Construction activities may impact Tricolored Blackbird or other nesting birds that have the potential to use the site for nesting and/or foraging.	
<p>Mitigation Measure BIO-1: If project site grading or construction will take place during the nesting season (February 1 through August 31), a nesting survey should be conducted on the project site and within a zone of influence around the project site within 5 days of the initiation of construction activities. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise (for example, along the pond and detention basin and adjacent slopes).</p> <p>If nesting birds are found, then no work shall be initiated until nest-specific buffers have been established by the qualified biologist. The buffer area(s) shall be fenced off from work activities and avoided until the young have fledged, as determined by the qualified biologist. Active nests within or adjacent to the project site shall be monitored by the qualified biologist daily throughout the duration of project activities for changes in bird behavior or signs of distress related to project activities. If nesting birds are showing signs of distress or disruptions to nesting, then that nest shall have the buffer immediately increased by the qualified biologist until no further interruptions to breeding behavior are detectable. The applicant shall provide evidence of compliance to the Department of Conservation and Development, Community Development Division.</p>	
Implementing Action:	COA
Timing of Verification:	No more than 5 days prior to start of construction activities and during construction.
Responsible Department, Agency, or Party:	Project proponent, qualified biologist, and CDD.
Compliance Verification:	Submittal of survey and additional information, if nesting birds are found.

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Impact BIO-5: Code-protected trees would be removed and additional work within the drip line of additional trees would occur to allow for project construction.	
Mitigation Measure BIO 5a: A Tree Replacement Plan shall be submitted to and approved by the Department of Conservation and Development, Community Development Division prior to the removal of trees, or issuance of a demolition or grading permit. The Tree Replacement Plan shall designate the approximate location, number, and sizes of trees to be planted. Trees shall be planted prior to requesting a final inspection of the residential building permit for each lot.	
Implementing Action:	COA
Timing of Verification:	Prior to removal of trees, or issuance of demolition or grading permit
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set for CDD review.
Mitigation Measure BIO-5b: Tree protection guidelines shall be implemented during construction through the clearing, grading, and construction phases as outlined in the arborist report prepared by Trees, Bigs, Dirt dated August 3, 2020.	
Implementing Action:	COA
Timing of Verification:	Prior to removal of trees, or issuance of demolition or grading permit
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set for CDD review.
SECTION 2: CULTURAL RESOURCES	
Impact CUL-1: Subsurface construction activities could have the potential to damage previously undiscovered historical resources.	
<p>Mitigation Measure CUL-1: If during the course of construction activities there is accidental discovery, the following steps shall be taken and included on the face all construction plans:</p> <p>All construction personnel, including operators of equipment involved in grading, or trenching activities will be advised of the need to immediately stop work if they observe any indications of the presence of an unanticipated cultural resource discovery (e.g. wood, stone, foundations, and other structural remains; debris-filled wells or privies; deposits of wood, glass, ceramics). If deposits of prehistoric or historical archaeological materials are encountered during ground disturbance activities, all work within 50 feet of the discovery shall be redirected and a qualified archaeologist contacted to evaluate the finds and, if</p>	

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necessary, develop appropriate treatment measures in consultation with the appropriate County and other agencies.

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

Implementing Action:

COA

Timing of Verification:

During initial review of construction plan sets and throughout project.

Responsible Department, Agency, or Party:

Project proponent and CDD.

Compliance Verification:

Include on construction plan set and submittal of archaeologist report in the event of a find, for CDD review.

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

See **Mitigation Measure CUL-1.**

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

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

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

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

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recommendations of the MLD. The report should be submitted to the Northwest Information Center and appropriate Contra Costa agencies.	
Implementing Action:	COA
Timing of Verification:	During initial review of construction plan sets and throughout project.
Responsible Department, Agency, or Party:	Project proponent and CDD.
Compliance Verification:	Include on construction plan set and submittal of archaeologist report in the event of a find, for CDD review.
SECTION 3: GEOLOGY/SOILS	
<p>Impact GEO-1: The report of Stevens Ferrone & Bailey provides a preliminary assessment of potential geologic/ geotechnical/ seismic hazards. Although no evidence of landslides has been confirmed to be present. Nevertheless, grading will steepen the gradient of slopes that overlook the easternmost residential lots. Due to the height of the graded slopes, (i) a drainage terrace or J-Ditch is required by the County Grading Ordinance in the mid-slope area, and (ii) there is a need to provide a catchment area at the toe-of-slope to prevent /control runoff from the hillside and slough material originating on the hillside from impacting the residential lots and internal roadways. Additionally, (iii) SFB has identified areas of undocumented fill within the area planned for residential lots that is considered unsuitable for the support of improvements, (iv) some building pads are astride cut/fill contacts, (v) some building pads have substantial differential fill thicknesses, (vi) soils on the site are considered to be expansive, which require special design measures for foundations, internal roadways and flatwork, and (vii) review of the siting and design/ adequacy of the setbacks of the propose C.3 basins from improvements, and (ix) soils on the site are characterized as “moderately corrosive” risk of corrosive soils. These are considered to be significant impacts.</p>	
<p>Mitigation Measure GEO-1a: Prior to the Department of Conservation and Development, Community Development Division (CDD) stamp-approval of plans for issuance of building or grading permits, whichever occurs first, the project proponent shall submit a final design-level geotechnical report that provides final recommendations/ assessment of the mitigations for the impacts listed above (items i through ix). Specify minimum gradients to allow the J-ditch and brow ditch to be self-cleaning, identify the specific lots that require special recommendations for mitigation of differential fill thickness and for mitigation cut/fill transition, provide recommendations for handling/ use/ disposal of undocumented fill, and backfilling of trenches intended for utility and drainage facilities. Provide typical sections, plan views and/or other graphics to clarify intent of the geotechnical engineer’s recommendations. The project geotechnical engineer shall also provide their comments on the construction drawings, including grading and drainage plans, foundation plans and foundation details.</p>	
Implementing Action:	COA

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Timing of Verification:	Prior to issuance of a building or grading permit, review of construction plan sets, and throughout project.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of updated Geotech report for CDD and County Geologist review.
Mitigation Measure GEO-1b: Geotechnical observation and testing services shall commence during clearing and demolition and extend through grading, placement of engineered fill, backfilling of utility trenches, and foundation-related work. These observations will allow the project geotechnical engineer to compare actual exposed conditions with anticipated conditions, and to verify that the contractor's work conforms with the geotechnical aspects of the plans and specifications. Prior to requesting a final grading inspection, the project geotechnical engineer shall document their observation and testing services to that stage of construction, including monitoring and testing required for utility and drainage facilities.	
Implementing Action:	COA
Timing of Verification:	Throughout project and prior to requesting a final inspection.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of observation and testing report for CDD and County Geologist review. Plan Check prior to building or grading permit issuance.
Mitigation Measure GEO-1c: Prior to requesting a final building inspection for all buildings intended for human occupancy as defined by the building code (2,000 person hrs./ year), the project proponent shall submit adequate documentation from the project geotechnical engineer of the monitoring services performed that were associated with final grading, drainage, paving and foundation related work. If the final inspection of buildings is to be performed at one time, the geotechnical engineer's final report may address the entire project; if final inspections are to be staged over a period of time, there shall be documentation of compliance provided for individual buildings or grouping of buildings.	
Implementing Action:	COA
Timing of Verification:	Throughout project and prior to requesting a final inspection.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.

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Compliance Verification:	Submittal of documentation of monitoring services performed and provide construction plan set for CDD and County Geologist review.
Impact GEO-2: There is a potential erosion hazard to disturbed areas of the site, particularly in the area of the major graded slope in the project.	
The implementation of the Erosion Control Plan in combination with mitigation measures GEO-1a through GEO-1c .	
Impact GEO-3: Drainage facilities on the major cut slope will require a long-term commitment to monitoring and maintenance in order for slope to perform satisfactorily.	
Mitigation Measure GEO-3: The project proponent shall submit a monitoring and maintenance plan for the long-term maintenance of the major graded slope and C.3 basin to CDD for review and approval.	
Implementing Action:	COA
Timing of Verification:	Prior to issuance of a building or grading permit, review of construction plan sets, and throughout project.
Responsible Department, Agency, or Party:	Project Geologist, County Geologist, and CDD.
Compliance Verification:	Submittal of monitoring and testing report and maintenance plan and provide construction plan set for CDD and County Geologist review.
Impact GEO-4: The Soil Survey of Contra Costa County and the geotechnical report prepared indicates that soils on the site are expansive and they may be highly corrosive.	
See Mitigation Measures GEO-1a through GEO-1c .	
Impact GEO-6: Potential discovery of fossil remains during construction activities.	
Mitigation Measure GEO-6: During geotechnical monitoring of earthwork, the project geotechnical engineer should examine rock exposures for fossils. The project geotechnical engineer shall collect and/or photograph any fossils exposed in cuts, particularly any vertebrate fossil remains. In the geotechnical monitoring report that is required by GEO-1b, present a capsule summary of any fossils remains that were observed, and include photographs of the key fossils (i.e. vertebrates). Furthermore, project geotechnical engineer shall retain any fossils collected for 1-year after the issuance of the grading monitoring report. If vertebrate fossils are observed, they may be forwarded to the University of California's Museum of Paleontology for identification, and that fossil may be offered to the Museum's staff for their collection.	
Implementing Action:	COA

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Timing of Verification:	Throughout grading and project, review of information submitted.
Responsible Department, Agency, or Party:	Project geotechnical engineer and CDD.
Compliance Verification:	Submittal of document providing evidence of compliance for CDD review.
SECTION 4: HAZARDS AND HAZARDOUS MATERIALS	
Impact HAZ-1: Demolition of existing buildings could contain asbestos-containing materials and or lead-based paint.	
Mitigation Measure HAZ-1: Prior to any demolition or remodeling of the buildings, the applicant shall retain a licensed professional to conduct a full asbestos and lead paint surveys. These surveys shall be conducted prior to the disturbance or removal of any suspect asbestos-containing materials (ACM) and lead-based paint (LBP), and these materials shall be characterized for asbestos and lead by a reliable method. All activities involving ACM and LBP shall be conducted in accordance with governmental regulations, and all removal shall be conducted by properly licensed abatement contractors.	
Implementing Action:	COA
Timing of Verification:	Prior to issuance of a demolition or building permit.
Responsible Department, Agency, or Party:	Qualified licensed professional and CDD.
Compliance Verification:	Submittal of surveys for CDD review.
SECTION 5: NOISE	
Impact NOISE-1: Implementation of the project may result in exposure of persons to an interior noise level of more than 45 dB.	
Mitigation Measure NOISE-1: Prior to issuance of building permits, the applicant shall provide a design-level noise study that demonstrates the specific window and door assembly sound rating to achieve the required interior noise threshold (45 dB) for each residence. The noise study shall be reviewed and approved by CDD.	
Implementing Action:	COA
Timing of Verification:	Prior to issuance of a building permit, review of construction plan sets.
Responsible Department, Agency, or Party:	Project Proponent and CDD.
Compliance Verification:	Submittal of noise study for CDD review.

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SECTION 6: TRANSPORTATION

Impact Trans-2: The project site has an average VMT per capita of 16.8 miles which is greater than the significance threshold of 16.5 miles.

Mitigation Measure TRANS-2: The following section describes the proposed Transportation Demand Management (TDM) plan based on best practices to cost-effectively reduce vehicle miles traveled (VMT) for residents and visitors. The TDM plan is prepared in accordance with Chapter 82-32 of the County Code.

Resident Transit Subsidy

To encourage transit use, the homeowner's association shall provide residents with a \$75 monthly subsidy on Clipper cards (via dues paid by residents).

Rideshare/SchoolPool Program

The homeowner's association shall create personalized trip planning information, regardless of mode, for all residents and students. The transportation coordinator (see below) shall review the work locations of resident employees and school locations and determine their best options for ridesharing. Personalized trip planning information would be presented to residents in packets prior to occupancy.

The rideshare/schoolpool program shall initially be established by the project's Homeowners' Association (HOA). The HOA manager shall create a website displaying information such as community news, announcements, instructions on how to pay association dues, make inquiries, etc. The website shall contain a subsection addressing rideshare/schoolpool options where residents could participate in "pooled" rides to school, BART, or the Pacheco Transit Center.

A portion of the HOA website shall be made available to the surrounding geographic community or linked to another "public" website (such as Facebook, Nixle or NextDoor) to create a broader rideshare/schoolpool program. This website shall also be established and maintained by the HOA's designated Transportation Coordinator. Participation amongst residents and students within the broader area would enrich ride-matching opportunities to further reduce VMT in the area.

Education, Outreach & Marketing

Transportation Coordinator

The HOA management company shall designate a staff person to act as the Transportation Coordinator for this community. This person would implement and manage the TDM plan and programs. The Coordinator would provide customized transit information to the community's residents (i.e. nearest bus stops, bus and BART timetables, directions to and information on the Pacheco Transit Center, etc.). It is beneficial to provide a central information center customized for this community even though a resident may also locate this information on their own through various online sources. The costs of the Transportation Coordinator would be included in the HOA management company fee which is included in the monthly HOA dues.

The duties can include:

- Create and distribute resident transportation information welcome packets
- Maintain and update a virtual bulletin board of transportation information

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- Distribute Contra Costa biking and walking maps and other information
- Promote and maintain the rideshare/schoolpool program
- Provide information on transit passes
- Offer free bicycle safety training literature with information on local bike safety/training programs

Welcome Packets for New Residents

New residents shall be provided with a welcome packet containing relevant transportation information. The packet shall include walking and biking maps of the area, suggested walking routes to nearby transit facilities, information on local and regional transit providers, information on the residential organization's ride-matching services, and materials regarding the provision of extra parcel boxes at the on-site mailbox.

Implementing Action:	COA
Timing of Verification:	Prior to filing final map and throughout project.
Responsible Department, Agency, or Party:	Project proponent, future HOA, and CDD.
Compliance Verification:	Submittal of information provided to future residents and associated documents for CDD review.

SECTION 7: TRIBAL CULTURAL RESOURCES

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

See **Mitigation Measure CUL-1**.

SECTION 8: MANDATORY FINDINGS OF SIGNIFICANCE

Potential Impact: As discussed in individual sections of the Initial Study, the project to subdivide the property into 38 lots and construct 38 residences and associated improvements may impact the quality of the environment (Aesthetic, Air Quality, Biological Resources, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources).

Mitigation Measures: The impact would be reduced to a less than significant level with the adoption of the recommended Mitigation Measures that are specified in the respective sections of the Initial Study.

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