

## CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Land Use Permit #CDLP20-02056:  
Bigge Crane Contractor's Yard
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:** Dominique Vogelpohl, (925) 655-2880
4. **Project Location:** 11.48-acres located at the intersection of Port Chicago Highway and Skipper Road in Bay Point, CA 94565  
APNs: 098-250-019 and -020
5. **Project Sponsor's Name and Address:** Bay Point Venture One LLC  
180 Grand Ave, Suite 1405  
Oakland, CA 94610
6. **General Plan Designation:** The project site is located within a Heavy Industrial (HI) General Plan Land Use designation.
7. **Zoning:** The project site is located within the Bay Point Planned Unit (P-1) zoning district.
8. **Description of Project:** The applicant seeks approval of a Land Use/Development Plan Combination Permit to allow the establishment of a contractor's yard for Bigge Crane company to store their crane parts and support elements on standard sized, storage and transportation trailers. The project also consists of the following elements:

- Approximately 2,817 cubic yards of soil removal that will be redistributed onsite.
- 7.89 acres of surface area to be gravel compacted, which results in approximately 8,452 cubic yards of gravel, to withstand the weight of flat beds, storage of crane parts, and emergency vehicles.
- a lot line adjustment to take approximately 1.78-acres to have the 16,350 square-foot stormwater treatment basin located on the subject property.
- Drainage improvements.
- Approximately 31,300 square-feet of new landscaping to be installed along Port Chicago Highway
- 1,440 square-foot office trailer, 7-space parking lot, trash enclosure, and fencing

### 9. Surrounding Land Uses and Setting:

**Surrounding Area:** The project site abuts the Burlington Northern Santa Fe (BNSF) railroad right-of-way to the north, and just beyond that is a masonry yard and the marina. To the east is the future site of the Bay Harbor Commerce business park, which is currently undeveloped. Just South is a developed site with an industrial building, and approximately 800-feet away is high-density,

residential neighborhoods. To the west, across Port Chicago Highway is the Shore Acres Shopping Center primarily of commercial and retail businesses.

**Subject Property:** The project site is located east of Port Chicago Highway, a publicly maintained road, and is a flat vacant parcel of approximately 9.7-acres with an earthen swale traversing the site from west to east. This project includes a proposed lot line adjustment of land from APN 098-250-020 to the subject property such that the proposed area of the resultant property is 11.48-acres. The project site also lies within the Special Flood Hazard Area (100-year flood boundary) as designated on the Federal Emergency Management Agency Flood Insurance Rate Map.

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

- Contra Costa County Building Inspection Division
- Contra Costa County Public Works Department
- Contra Costa Health Services Department
- Contra Costa County Fire Protection District
- Delta Diablo Sanitary District
- San Francisco Regional Water Quality Control Board
- California Department of Fish and Wildlife
- United States Army Corps of Engineers
- Bay Area Air Quality Management 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.?**

Notice of the proposed project was sent to Native American tribes, as applicable for consultation with Native American tribes under Public Resources Code Section 21080.3.1 and Government Code Section 65352.3. A Tribal Consultation List from the Native American Heritage Commission, dated June 21, 2022, was used to identify tribes traditionally and culturally affiliated with the project area. No requests for consultation were received.

### Environmental Factors Potentially Affected

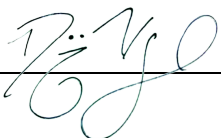
The environmental factors checked below would have been potentially affected by this project, but have been mitigated in a manner as to not result in a significant effect on the environment:

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Energy  |
| <input checked="" 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 checked="" 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 checked="" 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.

  
Dominique Vogelpohl  
Project Planner  
Contra Costa County  
Department of Conservation & Development

12 / 23 / 2022  
Date

## ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS – Except as provided in Public Resources Code Section 21099, would the project:</b>				
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 checked="" type="checkbox"/>	<input 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? (Public views are those that are experienced from publicly accessible vantage points.) 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 checked="" type="checkbox"/>	<input 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)*

The main County scenic resources identified in the General Plan are 1) scenic ridges, hillsides, and rock outcroppings, and 2) the San Francisco Bay/Delta estuary system. The project site is located in a low-lying area of western Contra Costa County, and the project does not consist of any earth-moving activities or structural improvements that would obstruct any views of scenic ridges, hillsides, or rock outcroppings within the County. The property is approximately  $\frac{3}{4}$  of a mile from the Sacramento/San Joaquin river, and as such no body of water is visible. Therefore, the project would have a less than significant effect on a scenic vista.

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

As proposed, the project is to establish a contractor's yard for Bigge Crane company where multiple large pieces of equipment will be located. Although these improvements are relatively consistent with the surrounding industrial land uses, landscaping installed along the project site frontage will lessen the visual impact of the project. Therefore, the project sponsor is required to install new landscaping along Port Chicago Highway to provide a visual buffer. The project has been reviewed for compliance with the Bay Point Planned Unit District development standards, including the preliminary landscape design that has been submitted with this application. The final landscape plan must be reviewed by staff upon project approval and prior to issuance of

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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building/grading permits. Therefore, given the site's location, relatively low profile and landscaping requirements, the proposal will have less than a significant impact on the surrounding area upon implementation of Mitigation AES-1.

***Potential Impact (I-1):*** *The Bay Point Planned Unit District development standards require proper screening of parking, loading, and other utility areas from the street and adjacent properties, as well as buffer planting on property lines. Compliance with these standards in the Final Landscaping Plan must be ensured to mitigate the visual impact of the development.*

**Mitigation Measure AES-1:** Prior to issuance of building/grading permits, a Final Landscape Plan shall be submitted to the Department of Conservation and Development, Community Development Division (CDD) staff for review and approval. Plant materials shall meet the guidelines specified in the Bay Point Design Guidelines for landscaping in industrial areas. The Final Landscape Plan is subject to a concurrent review for compliance with the State/County Model Water Efficient Landscape Ordinance.

- c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) 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 with Mitigation)*

As proposed, the project is to establish a contractor's yard for Bigge Crane company where multiple large pieces of equipment will be located. Although these improvements are relatively consistent with the surrounding industrial land uses, landscaping and fencing will lessen the visual impact of the project site. Therefore, the project sponsor is required to install new landscaping along Port Chicago Highway to provide a visual buffer and screening of equipment. The project has been reviewed for compliance with the Bay Point Planned Unit District development standards, including the preliminary landscape design and fencing details that have been submitted with this application. The final landscape plan must be reviewed by staff upon project approval and prior to issuance of building/grading permits. Therefore, given the site's location, relatively low profile and landscaping requirements, the proposal will have less than a significant impact on the site and surrounding area upon implementation of Mitigation AES-1.

***Potential Impact (I-1):*** *The Bay Point Planned Unit District development standards require proper screening of parking, loading, and other utility areas from the street and adjacent properties, as well as buffer planting on property lines. Compliance with these standards in the Final Landscaping Plan must be ensured to mitigate the visual impact of the development.*

**Mitigation Measure AES-1:** Prior to issuance of building/grading permits, a Final Landscape Plan shall be submitted to the Department of Conservation and Development, Community Development Division (CDD) staff for review and approval. Plant materials shall meet the guidelines specified in the Bay Point Design Guidelines for landscaping in industrial areas. The Final Landscape Plan is subject to a concurrent review for compliance with the State/County Model Water Efficient Landscape Ordinance.

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 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**)*

The proposed water treatment facility will be located within an existing metal building located at the site. There are existing light fixtures mounted on all sides of the building, which illuminate all access ways around the structure and the proposed parking and outdoor storage areas. No new lighting proposed as part of the project.

The project proposes one office trailer with minimal lighting necessary for walking visibility. The proposed use of a contractor's yard does not include any light sources at the time this environmental review is being prepared as business will only be conducted during the day. Nevertheless, given the event lighting becomes necessary at the site, CDD review will be necessary to ensure the lighting plan is consistent with the surrounding industrial properties. Therefore, with CDD review of any proposed lighting in the future the project will represent a less than significant impact with the implementation of mitigation AES-2.

**Potential Impact (1-2):** *The Bay Point Planned Unit District development standards require all outdoor lighting to be directed down and screened away from adjacent properties and streets. Compliance with this standard in any future Lighting Plan must be ensured to mitigate the visual impact of the development.*

**Mitigation Measure AES-2:** Prior to issuance of a building permit for lighting, the applicant shall submit for review and approval of CDD staff a Lighting Plan. Light standards shall be low-lying and deflected so that the lights shine onto applicant's property and avoid spilling into adjacent properties.

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

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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The project site is listed as being Urban and Built-Up Land by the 2018 San Francisco Bay Area Important Farmland Map. No prime, unique or farmland of statewide importance will be affected due to the project. According to County records, no Williamson Act Contract is applicable to the subject parcels. The project site is currently zoned as the Bay Point Planned Unit District (P-1) with a General Plan designation of Heavy Industrial (HI). If approved, one contractor's yard will be established by making the necessary site improvements. Each of the contiguous parcels is developed with either industrial uses or urban uses such as roads, therefore, no forest land or timberland as defined by the California Public Resources code will be affected by the project.

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<b>3. AIR QUALITY – Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 with Mitigation)*

The proposed project to construct and operate a contractor's yard for Bigge Crane at the subject site. Construction intends to include importing approximately 8,452 cubic yards of gravel, digging up approximately 2,817 cubic yards of soil, landscaping installation, and access/drainage improvements.

All air emissions related to construction within Contra Costa County are regulated by the Bay Area Air Quality Management District (BAAQMD) pursuant to the Bay Area 2017 Clean Air Plan. The purpose of the Clean Air Plan is to bring the air basin into compliance with the requirements of Federal and State air quality standards. BAAQMD has prepared CEQA Guidelines to assist lead agencies in air quality analysis, as well as to promote sustainable development in the region. According to the 2017 Clean Air Plan, construction projects of this scale that have included all of the BAAQMD Basic Construction Mitigations, do not exceed the Thresholds of Significance for local community risks and hazards associated with Toxic Air Contaminates (TACs) and Particulate Matter (PM) 2.5.

According to an Air Quality Emissions Assessment report prepared by *Illingworth and Rodkin, Inc. – Acoustics and Air Quality* and dated November 16, 2021, CalEEMod analysis provided the total construction emissions. Average daily emissions were computed by dividing the total construction emissions by the number of active workdays during that year. Table 3 shows average daily construction emissions of ROG, NOX, PM10 exhaust, and PM2.5 exhaust during construction of the project. As indicated in Table 3, predicted construction period emissions would not exceed the BAAQMD significance thresholds.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>Table 3. Construction Period Emissions Year</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> Exhaust</b>	<b>PM<sub>2.5</sub> Exhaust</b>
<i>Construction Emissions Per Year (Tons)</i>				
Project construction and hauling in 2021	0.014	0.143	0.001	0.001
<i>Annualized Daily Construction Emissions (pounds/day)</i>				
Average daily emissions <sup>1</sup>	0.5	4.8	0.2	0.2
<i>BAAQMD Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No

Notes: <sup>1</sup> Assumes 59 construction workdays.

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM<sub>10</sub> and PM<sub>2.5</sub>. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. As such, with the implementation of the following BAAQMD, Basic Construction Mitigations, it is expected that the project would be consistent with the Bay Area 2017 Clean Air Plan and represent a less than significant impact with regards to construction air emissions.

**Potential Impact (3-1):** Exhaust emissions and particulates produced by construction activities may cause exposure of the public or sensitive receptors to significant amounts of pollutants.

**Mitigation Measure AIR-1:** The following Bay Area Air Quality Management District, Basic Construction mitigation measures shall be implemented during project construction and shall be included on all construction plans:

- a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e. *Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).*
  - f. *Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).*
  - g. *Install sandbags or other erosion control measures to prevent silt runoff to public roadways.*
  - h. *Replant vegetation in disturbed areas as quickly as possible.*
  - i. *All vehicle speeds on unpaved roads shall be limited to 15 mph.*
  - j. *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.*
  - k. *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.*
  - l. *All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.*
  - m. *Post a publicly visible sign with the telephone number and person to contact at the lead agency 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.*
- 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 Impact**)*
  - c) *Would the project expose sensitive receptors to substantial pollutant concentrations? (**Less Than Significant Impact**)*
  - 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**)*

According to an Air Quality Emissions Assessment report prepared by *Illingworth and Rodkin, Inc. – Acoustics and Air Quality* and dated November 16, 2021, operational emissions would be primarily the result of truck deliveries and worker trips to the site. Since this is a storage yard, there would not be deliveries every day. According to the applicant, there would be about 3 deliveries per week. This activity would result in negligible emissions of less than one per

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day of any criteria air pollutant or precursor pollutants. Negligible emissions in this case are considered emissions of less than one pound per day.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>4. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 Game or U.S. Fish and Wildlife Service? (**Less Than Significant Impact with Mitigation**)*

A Planning Survey Report prepared by Travis McCleary, Senior Wildlife and Conservation Biologist of Sapere Environmental LLC dated March 30, 2022 provided assessment and mitigation for the construction activities necessary to establish the Bigge Crane contractor's yard. The analysis included a site survey which was conducted on September 1, 2021.

The project footprint is entirely comprised of non-native annual grassland. The following land cover types are present within the "core" Biological Study Area (BSA), defined as a 500-foot buffer extending from the project footprint to include the survey buffers for all HCP species excluding Swainson's hawks and golden eagles. The BSA expands to 1,000 feet for Swainson's hawks and ½-mile for golden eagles.

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### Non-native Annual Grassland

Non-native grasslands are generally found in open areas in valleys and foothills throughout coastal and interior California. They typically occur on soils consisting of fine-textured loams or clays that are somewhat poorly drained. This vegetation type is dominated by non-native annual grasses and weedy annual and perennial forbs, primarily of Mediterranean origin, that have replaced native perennial grasslands, scrub and woodland habitats as a result of human disturbance. Scattered native wildflowers and grasses, representing remnants of the original vegetation may also be common.

Within the BSA, non-native annual grassland is the dominant plant association in terms of area. The entire proposed project site is non-native annual grassland, as well as most of the undeveloped surrounding areas. The surrounding areas, including the railroad right of way to the north, and portions of the Angleboard facility to the south, are un-grazed, and provide indication of the natural condition of the non-native annual grassland land cover type. The dominant plant species consist of the non-native grasses ripgut brome (*Bromus diandrus*), Italian ryegrass (*Festuca perennis*), and hare barley (*Hordeum murinum* ssp. *leporinum*). Because the project site is heavily grazed by livestock, these palatable grasses have been removed, and the remaining vegetation is predominantly saltgrass (*Distichlis spicata*) and alkali mallow (*Malvella leprosa*). Associated herbaceous species include black mustard (*Brassica nigra*), fennel (*Foeniculum vulgare*), American licorice (*Glycyrrhiza lepidota*), and English plantain (*Plantago lanceolata*), among others. Elsewhere within the Habitat Plan inventory area, saltgrass and alkali mallow are considered indicators of the alkali grassland land cover type, which also is a type of wetland. In this circumstance, however, there are no other indicators of either alkali grasslands or wetlands, *i.e.*, no apparent source of wetland hydrology, absence of hydric soils, and presence of associated herbaceous plant species that are not generally viewed as indicators of alkali soils or wetlands. In addition to selective grazing, the site is located in the historic transition zone between tidal marsh and uplands that existed before the railroad and other developments were built, the soil likely retains residual alkalinity that is tolerated by salt grass and alkali mallow. For these reasons, the site is considered to be non-native annual grassland modified by grazing livestock.

Within the BSA, areas of non-native annual grassland conform to natural community Annual Brome Grasslands (*Bromus*[*diandrus*, *hordeaceus*]-*Brachypodium distachyon*) Semi-Natural Herbaceous Stands, as described in Sawyer, et al. This is also described as Non-native Grassland by Holland (Holland code 42200) and the CDFW (CA vegetation code 42.026.0011) and are characterized as an Annual Grassland land cover type under the HCP/NCCP. Non-native annual grasslands as found on site would be classified as an upland<sup>15</sup>. As a common, widespread and non-natural plant association, non-native annual grassland has no global or State rarity ranking. Unless found to harbor special-status species, impacts to non-native annual grassland would not typically meet the significance criteria pursuant to CEQA guidelines.

### Ruderal Habitat

Ruderal habitat occurs where native vegetation has been completely removed by grading, cultivation, or other surface disturbances. Left undeveloped, such areas typically become recolonized by invasive exotic species. Scattered native species might recolonize such sites after disturbances have ceased. Ruderal sites are typically dominated by herbaceous species, although scattered woody shrubs and trees may also begin to appear if left undisturbed long enough. Ruderal sites are characteristic of road sides, fallow agricultural fields, vacant lots, and landslides.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Within the BSA, ruderal habitat coincides with areas subjected to the repeated disturbance, such as roadsides, unpaved roads and parking areas, corrals for livestock, and the railroad right of way. These areas support a sparse cover of primarily non-native annual grasses and forbs, including slender oat (*Avena barbata*), burclover (*Medicago polymorpha*), wild lettuce (*Lactuca serriola*), stinkwort (*Diuriscus graveolens*), and Italian thistle (*Carduus pycnocephalus*), among others.

**Potential Impact (4 - 1):** *Species with potential to occur onsite due to presence of suitable habitat (non-native annual grasslands and ruderal habitat) within the Biological Study Area and/or California Natural Diversity Database (CNDDB) occurrence data include burrowing owl, Swainson's hawk, golden eagle, California tiger salamander, California red-legged frog and covered shrimp species.*

**Mitigation Measures BIO-1 through BIO-6:** The following preconstruction surveys will be required prior to issuance of a building permit.

#### **Mitigation Measure BIO-1: Western Burrowing Owl**

##### **Preconstruction Surveys**

Prior to any ground disturbance related to covered activities, a USFWS/CDFW- approved biologist will conduct a preconstruction survey in areas identified in the planning surveys as having potential burrowing owl habitat. The surveys will establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines (California Department of Fish and Game 1995).

On the parcel where the activity is proposed, the biologist will survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership will not be surveyed. Surveys should take place near sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls will be identified and mapped. Surveys will take place no more than 30 days prior to construction. During the breeding season (February 1– August 31), surveys will document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1–January 31), surveys will document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results will be valid only for the season (breeding or nonbreeding) during which the survey is conducted.

##### **Avoidance and Minimization and Construction Monitoring**

This measure incorporates avoidance and minimization guidelines from CDFW's Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995).

If burrowing owls are found during the breeding season (February 1 – August 31), the project proponent will avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance will include establishment of a non-disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1 – January 31), the project proponent should avoid the owls and the burrows they are using, if possible. Avoidance will include the establishment of a buffer zone (described below).

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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During the breeding season, buffer zones of at least 250 feet in which no construction activities can occur will be established around each occupied burrow (nest site). Buffer zones of 160 feet will be established around each burrow being used during the nonbreeding season. The buffers will be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owls are not avoided, passive relocation will be implemented. Owls should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

#### **Mitigation Measure BIO-2: California Tiger Salamander**

Written notification to USFWS, CDFW, and the Implementing Entity, including photos and breeding habitat assessment, is required prior to disturbance of any suitable breeding habitat. The project proponent will also notify these parties of the approximate date of removal of the breeding habitat at least 30 days prior to this removal to allow USFWS or CDFW staff to translocate individuals, if requested. USFWS or CDFW must notify the project proponent of their intent to translocate California tiger salamanders within 14 days of receiving notice from the project proponent. The applicant must allow USFWS or CDFW access to the site prior to construction if they request it.

There are no restrictions under this Plan on the nature of the disturbance or the date of the disturbance unless CDFW or USFWS notify the project proponent of their intent to translocate individuals within the required time period. In this case, the project proponent must coordinate the timing of disturbance of the breeding habitat to allow USFWS or CDFW to translocate the individuals. USFWS and CDFW shall be allowed 45 days to translocate individuals from the date the first written notification was submitted by the project proponent (or a longer period agreed to by the project proponent, USFWS, and CDFW).

#### **Mitigation Measure BIO-3: California Tiger Salamander**

Written notification to USFWS, CDFW, and the Implementing Entity, including photos and habitat assessment, is required prior to disturbance of any suitable breeding habitat. The project proponent will also notify these parties of the approximate date of removal of the breeding habitat at least 30 days prior to this removal to allow USFWS or CDFW staff to translocate individuals, if requested. USFWS or CDFW must notify the project proponent of their intent to translocate California red-legged frog within 14 days of receiving notice from the project proponent. The applicant must allow USFWS or CDFW access to the site prior to construction if they request it.

There are no restrictions under this Plan on the nature of the disturbance or the date of the disturbance unless CDFW or USFWS notify the project proponent of their intent to translocate individuals within the required time period. In this case, the project proponent must coordinate the timing of disturbance of the breeding habitat to allow USFWS or CDFW to translocate the individuals. USFWS and CDFW shall be allowed 45 days to translocate individuals from the date

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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the first written notification was submitted by the project proponent (or a longer period agreed to by the project proponent, USFWS, and CDFW).

#### **Mitigation Measure BIO-4: Swainson's Hawk**

##### **Preconstruction Survey**

Prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15–September 15), a qualified biologist will conduct a preconstruction survey no more than 1 month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy will be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required.

##### **Avoidance and Minimization and Construction Monitoring**

During the nesting season (March 15–September 15), covered activities within 1,000 feet of occupied nests or nests under construction will be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities can proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant can apply to the Implementing Entity for a waiver of this avoidance measure. Any waiver must also be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.

#### **Mitigation Measure BIO-5: Golden Eagle**

##### **Preconstruction Survey**

Prior to implementation of covered activities, a qualified biologist will conduct a preconstruction survey to establish whether nests of golden eagles are occupied. If nests are occupied, minimization requirements and construction monitoring will be required.

##### **Avoidance and Minimization**

Covered activities will be prohibited within 0.5 mile of active nests. Nests can be built and active at almost any time of the year, although mating and egg incubation occurs late January through August, with peak activity in March through July. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

##### **Construction Monitoring**

Construction monitoring will focus on ensuring that no covered activities occur within the buffer zone established around an active nest. Although no known golden eagle nest sites occur within or near the ULL, covered activities inside and outside of the Preserve System have the potential to disturb golden eagle nest sites. Construction monitoring will ensure that direct effects to golden eagles are minimized.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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### **Mitigation Measure BIO-6: Covered Shrimp**

A follow-up site visit will be performed by Sapere to reconfirm that the narrow strip of patchy grassland habitat between the railroad and the perimeter fence of the project parcel does not provide suitable covered shrimp habitat, as was determined during initial surveys performed on September 1, 2021. If suitable habitat (e.g. depressions in ruderal ground) is identified, the following surveys and measures will be implemented. Survey results will be provided to the Conservancy prior to construction initiation.

#### **Preconstruction Survey**

Prior to any ground disturbance related to covered activities, a USFWS-approved biologist will conduct a preconstruction survey in areas identified in the planning surveys as having suitable shrimp habitat. The surveys will establish the presence or absence of covered shrimp and/or habitat features and evaluate use by listed shrimp in accordance with modified USFWS survey guidelines (U.S. Fish and Wildlife Service 1996b). Project proponents are required to conduct USFWS protocol surveys in one year (rather than two) to determine presence or absence of listed shrimp species. If covered shrimp are absent from the site, there are no further requirements related to covered shrimp. If covered shrimp are present, the following avoidance and minimization and construction monitoring measures are required.

#### **Avoidance and Minimization Requirements**

To the maximum extent practicable, impacts on occupied habitat of covered shrimp will be avoided by implementing the following measures based on existing mitigation standards (U.S. Fish and Wildlife Service 1996a).

- If suitable habitat for covered shrimp will be retained on site, establish a buffer (described below) from the outer edge of all hydric vegetation associated with seasonal wetlands occupied by covered shrimp. Alternatively, at the request of the project proponent, representatives of the Implementing Entity and USFWS may conduct site visits to inspect the particular characteristics of specific project sites and may approve reductions of the buffer. Buffer reductions may be approved for all or portions of the site whenever reduced setbacks will maintain the hydrology of the seasonal wetland and achieve the same or greater habitat values as would be achieved by the original buffer.
- Activities inconsistent with the maintenance of seasonal wetlands within the buffers and disturbance of the onsite watershed will be prohibited. Inconsistent activities include altering existing topography; placing new structures within the buffers; dumping, burning, and/or burying garbage or any other wastes or fill materials; building new roads or trails; removing or disturbing existing native vegetation; installing storm drains; and using pesticides or other toxic chemicals.
- Filling of seasonal wetlands, if unavoidable, will be delayed until pools are dry and samples from the top 4 inches of wetland soils are collected. Soil collection will be sufficient to include a representative sample of plant and animal life present in the wetland by incorporating seeds, cysts, eggs, spores, and similar inocula. The amount of soil collected will be determined by the size of the wetland filled and the variation in physical and biological conditions within the wetland. The number and size of samples will be sufficient to capture this variation. For very small wetlands it may be most cost effective to simply collect all topsoil. These samples will be provided to the Implementing Entity so that the soil can be translocated to suitable habitat within

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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the inventory area unoccupied by covered shrimp or used to inoculate newly created seasonal wetlands on preserve lands.

- Seasonal wetlands occupied by covered shrimp that are filled will be offset by preserving or acquiring seasonal wetlands occupied by the covered shrimp species and restoring habitat suitable for the covered shrimp species in accordance with Conservation Measure 3.8. Such mitigation will supersede requirements for mitigation of impacts on wetland habitat when covered species are present.

### Construction Monitoring

If suitable habitat for covered shrimp will be retained on site, project proponents will establish a buffer from the outer edge of all hydric vegetation associated with seasonal wetlands occupied (or assumed to be occupied) by covered shrimp. This buffer zone will be determined in the field by the biologists as the immediate watershed feeding the seasonal wetland or a minimum of 50 feet, whichever is greater. Buffers will be marked by brightly colored fencing or flagging throughout the construction process. Activities will be prohibited within this buffer in accordance with the minimization measure above.

Construction personnel will be trained to avoid affecting shrimp. A qualified biologist approved by USFWS will inform all construction personnel about the life history of covered shrimp, the importance of avoiding their habitat, and the terms and conditions of the HCP/NCCP related to avoiding and minimizing impacts on covered shrimp.

- 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 Game or U.S. Fish and Wildlife Service? (**Less Than Significant Impact with Mitigation**)*

A Planning Survey Report prepared by Travis McCleary, Senior Wildlife and Conservation Biologist of Sapere Environmental LLC dated March 30, 2022 provided assessment and mitigation for the construction activities necessary to establish the Bigge Crane contractor's yard. The analysis included a site survey which was conducted on September 1, 2021.

As stated earlier, species with potential to occur onsite due to presence of suitable habitat (non-native annual grasslands and ruderal habitat) within the Biological Study Area and/or California Natural Diversity Database (CNDDDB) occurrence data include burrowing owl, Swainson's hawk, golden eagle, California tiger salamander, California red-legged frog and covered shrimp species. Implementation of Mitigation Measures **BIO-1 through BIO-6** would reduce the potentially significant impact to a less than significant level.

- 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 with Mitigation**)*

According to the Planning Survey Report prepared by Travis McCleary, Senior Wildlife and Conservation Biologist of Sapere Environmental LLC dated March 30, 2022, seasonal wetlands are located at, and just beyond, the east boundary of the project parcel, and include two small, shallow drainage channels located southeast of the Angleboard facility and of the abandoned

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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railroad siding that enters that project parcel. The drainages were excavated in upland grassland, and connect two seasonal wetlands to the perennial wetland drainage just east of the project site. Vegetation in the seasonal wetland is dominated by such non-native wetland indicator species as perennial ryegrass (*Festuca perennis*) with lesser amounts of Mediterranean barley (*Hordeum marinum*), rabbitsfoot grass (*Polypogon monspeliensis*), curly dock (*Rumex crispus*), and cocklebur (*Xanthium strumarium*), among others. All project activities will occur outside of the seasonal wetlands.

Wetland and seasonal wetland habitat do not occur on the project site, but occurs adjacent to it. A wetland delineation was not completed because impacts to these areas will be avoided. No features regulated by the U.S. Army Corps of Engineers, Regional Water Quality Control Board, or California Department of Fish and Wildlife are present in the project area. To ensure no impact would result from project implementation, temporary fencing will be installed 25 feet from the channel top of bank. The proposed storm water detention basin will discharge into the existing rail bridge culvert which historically drains into the drainage ditch, and a metering device will be installed to release clean runoff at pre-development rates into the existing culvert.

**Potential Impact (4 - 2):** *As wetlands are present adjacent to the project footprint, the following mitigation measure must be executed to ensure all construction activities will remain outside of the wetland area to minimize impacts of covered activities on wetlands and streams.*

**Mitigation Measure BIO-7:** Prior to issuance of a building permit, evidence shall be submitted to CDD to show the following has been executed onsite prior to issuance of a building permit:

- a. The 25-foot setback from the drainage top of bank will be staked in the field by the field biologist/botanist.
  - b. High visibility ESA fencing will be erected at the 25-foot setback to prevent project creep.
  - c. All construction personnel, including those conducting ground-disturbing activities within or adjacent to the drainage, will be trained by a qualified biologist in these avoidance and measures.
  - d. Trash generated by covered activities will be promptly and properly removed from the site.
  - e. No construction or maintenance vehicles will be refueled within 200 feet of the drainage unless a bermed and lined refueling area is constructed and hazardous material absorbent pads are available in the event of a spill.
  - f. Appropriate erosion-control measures (e.g., fiber rolls, filter fences) will be used on site to reduce siltation and runoff of contaminants into the drainage. Filter fences and mesh will be of material that will not entrap reptiles and amphibians.
  - g. Fiber rolls used for erosion control will be certified as free of noxious weed seed.
- 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 with Mitigation)*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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A Planning Survey Report prepared by Travis McCleary, Senior Wildlife and Conservation Biologist of Sapere Environmental LLC dated March 30, 2022 provided assessment and mitigation for the construction activities necessary to establish the Bigge Crane contractor's yard. The analysis included a site survey which was conducted on September 1, 2021.

As stated earlier, species with potential to occur onsite due to presence of suitable habitat (non-native annual grasslands and ruderal habitat) within the Biological Study Area and/or California Natural Diversity Database (CNDDB) occurrence data include burrowing owl, Swainson's hawk, golden eagle, California tiger salamander, California red-legged frog and covered shrimp species. Implementation of Mitigation Measures **BIO-1 through BIO-6** would reduce the potentially significant impact to a less than significant level.

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

There are various mature trees located on the subject property. Since the project is located within a P-1 zoning district with an industrial General Plan land use designation, any tree measuring six and one-half inches in diameter is categorized as a protected tree and is thus protected under the County's Tree Protection and Preservation Ordinance (Section 816-6). All of the trees at the site are located outside of the work area and will not be impacted by the physical improvements to be made at the site. However, in the event alteration of a tree is required, the County's ordinance allows for the requirement of an arborist report with tree preservation measures, and/or the requirement of restitution plantings. Therefore, the potential for the proposed project conflicting with the County's Tree Protection and Preservation Ordinance is less than significant.

The Conservation Element of the County General Plan consists of goals and policies that focus on natural resources within the County. Of those natural resources, three that are discussed in detail are vegetation, wildlife, and water resources. Generally speaking, the goals and policies are intended to identify, preserve, and manage the valuable natural resources of the County. not within a "Significant Ecological Area and Selected Location of Protected Wildlife and Plant Species Area", as mapped in the 2005-2020 General Plan Therefore, the potential for conflicting with General Plan policies aimed at protecting natural resources is less than significant.

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

The subject property is located in the area that is covered by the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). The HCP/NCCP provides a framework to protect natural resources while streamlining the environmental permitting process for impacts to covered special status species. Due to the the construction activities that would be required to establish the contractor's yard, the project proponent has

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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sought coverage through the HCP/NCCP which will provide authorization pursuant to the State and Federal Endangered Species Acts for take of covered special status species.

In order to receive coverage under the HCP/NCCP, the applicant was required to prepare a biological resource assessment and obtain approval of an HCP Planning Survey Report (PSR). On April 5, 2022, the PSR for the project was approved by the Conservation Division of the Department of Conservation and Development.

**Potential Impact (4-3):** *Based on the results of the approved PSR, the proposed project has the potential to result in impacts to biological resources. Coverage must be obtained through the HCP/NCCP to ensure the Mitigation Measures **BIO-1 through BIO-7** are properly executed.*

**Mitigation Measure BIO-8:** Evidence shall be provided to the Department of Conservation and Development, Community Development Division (CDD) that HCP/NCCP coverage has been obtained prior to issuance of a building permit.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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5. <b>CULTURAL RESOURCES</b> – <i>Would the project:</i>				
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 Impact 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.

The archaeological sensitivity map of the County's General Plan (Figure 9-2), identifies the project area as "Largely Urbanized Area," which may contain significant archeological resources. While unlikely since the site is fully disturbed, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic and prehistoric resources. Historic resources can include wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, and other refuse. If during project construction, subsurface construction activities damaged previously undiscovered historic and prehistoric resources, there could be a potentially significant impact. The following mitigation measure would reduce the potentially significant impact to a less than significant level. Nevertheless, in the abundance of caution, the mitigation below will address the unlikelihood that a find is discovered during construction activities.

**Potential Impact (5-1):** *Surface construction activities could potentially damage or destroy previously undiscovered historic and prehistoric resources.*

**Mitigation Measure CUL-1:** *The following Mitigation Measures shall be implemented during project related ground disturbance, and shall be included on all construction plans:*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a. 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 County and other appropriate 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 Northwest Information Center and appropriate Contra Costa County agencies.*

- b. 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.

*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.*

- 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 Impact with Mitigation)**

As stated previously, the project site does not appear to host any historical resources. However, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic and prehistoric resources. In keeping with the CEQA guidelines, if archaeological remains are uncovered, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds. If during project construction, subsurface construction activities damaged previously undiscovered historic and prehistoric resources, there could be a potentially significant impact. Mitigation Measure **CUL-1** would reduce the potentially significant impact to a less than significant level.

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 disturb any human remains, including those interred outside of formal cemeteries? (**Less Than Significant Impact with Mitigation**)*

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>6. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<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 proposed 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 a contractor's yard for Bigge Crane company. 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 Contra Costa County Climate Action Plan (CAP) includes a number of greenhouse gas (GHG) emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal. Green building codes and debris recovery programs are among the strategies currently implemented by the County. The proposed project's energy demand would be

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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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.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>7. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative 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"/>
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)*

The California Geological Survey (CGS) has delineated Alquist-Priolo (A-P) zones along the known active faults in California. The nearest fault considered active by CGS is the Greenville fault, which is mapped approximately 5.5 miles west of the project site. Because the site is not within the Greenville A-P zone, the risk of fault rupture is generally regarded as low. As a result, the potential impact from surface fault rupture would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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ii) *Strong seismic ground shaking? (Less Than Significant Impact)*

Figure 10-4 (Estimated Seismic Ground Response) of the General Plan Safety Element identifies the site in an area rated “Moderate” damage susceptibility. The General Plan requires that in areas prone to severe levels of damage from ground, where the risks to life and investments are sufficiently high, geologic-seismic and soils studies be required as a precondition for authorizing public or private construction. However, the project does not include any structures or buildings of appreciable size. The vast majority of work being done at the site is mass grading with a final surface being able to support construction vehicles. Thus, no seismic specific geotechnical reports are required at this time. Therefore, the risk of ground shaking to the intended use of the site as a contractor’s yard is considered less-than-significant.

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

According to the Bay Point Planned Unit District Map, the site is located in an area of “high to moderate” liquefaction potential. The soils on the site are considered to be “moderately expansive” by the Soils Survey of Contra Costa County (1977). Such soils require special foundation design measures to avoid/minimize the damage potential. However, as mentioned above, no structures or buildings that require a foundation are being proposed with this project. Therefore, the liquefaction risk at the site is considered less-than-significant in regards to this specific project.

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

In 1975 the United States Geological Survey (USGS) issued photo-interpretation maps of landslide and other surficial deposits of Contra Costa County. This mapping is presented on page 10-24 of the Safety Element of the County General Plan. According to this USGS map, there are no suspected landslides in proximity of the proposed project. It should be recognized that the USGS landslides are mapped solely on the basis of geologic interpretation of stereo pairs of aerial photographs analyzed by an experienced USGS geologist. The mapping was done without the benefit of a site visit or any subsurface data. Furthermore, landslides mapped by the USGS are not classified on the basis of the (a) activity status (i.e. active or dormant), (b) depth of slide plane (shallow or deep seated), or (c) type of landslide deposit, and they do not show landslides that have formed since 1975. Consequently, the USGS map is not a substitute for a detailed site-specific investigation. Nevertheless, the map fulfills its function, which is to flag sites that may be at risk of landslide damage, where detailed geologic and geotechnical investigations are required to evaluate risks and develop measures to reduce risks to a practical minimum. Thus, a less than significant impact can be expected regarding landslide hazards as none are present on the subject site.

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

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 required 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 to facilitate correction of any deficiencies that are confirmed to be present. Therefore, project's impact on soil erosion during and post construction is less than significant.

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

As discussed in a) iii above, the project site is in an area that has "high to moderate" liquefaction potential. However, incorporation of typical grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from an unstable geologic unit or soil would be considered to be less than significant with mitigation.

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

No project specific geological investigation has been administered as part of the environmental review for this project, and thus the specific characteristics of the soil at the site are unknown. However, any proposed buildings or structures would be required to conform to the California Building Code. Thus, the project would not result in creating substantial direct or indirect risks to life or property from expansive soil.

- 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 site is currently serviced by existing sanitary infrastructure in the area. Therefore, there is no potential for impacts regarding soil's inability to support a waste disposal system.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (**Less Than Significant Impact with Mitigation**)*

Similar to archaeological resources, there is a possibility that buried fossils and other paleontological resources could be present and accidental discovery could occur. If during project construction, subsurface construction activities damaged previously undiscovered historic and prehistoric resources, there could be a potentially significant impact. Mitigation Measure **CUL-1** would reduce the potentially significant impact to a less than significant level. No unique geologic features exist on the site.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>8. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
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 CO<sub>2</sub>/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 7.89-acre industrial use. Future construction and operation of the contractor's yard would create some GHG emissions; however, the amount generated would not result in a significant adverse environmental impact. As the project does not exceed the screening criteria (for example, threshold of 540 construction employees, and 2 employees proposed for regular daily operations but maximum 9 employees during crane delivery to another site) 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)*

The County has adopted a Climate Action Plan (CAP) that includes a GHG reduction strategy. The goal of the strategy is to reduce community-wide emissions to 15% below 2005 levels by the

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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year 2020. To assist planning staff with implementation of the GHG Reduction Strategy, the CAP includes a development checklist (Appendix-E) which verifies a project's consistency with the CAP. By conditioning the proposed project to require that staff of the Building Inspection and Community Development Divisions verify the project's compliance with Appendix-E of the County CAP prior to issuance of any building or grading permits, the potential for the proposed project conflicting with the CAP or any other applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases is reduced to a less than significant level.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>9. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would 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 Impact)*

During the construction period, there may be use of hazardous materials, including fuels, lubricants and similar construction materials. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. With compliance with existing regulations, the project would have a less than significant hazardous materials impact during construction.

Truck maintenance operations typically involve the use or production of materials classified as “hazardous” in the California Health and Safety Code, including gasoline, ketone, and lead. Contra Costa County Ordinance Code Chapter 450-2 provides regulations administered by the Contra Costa County Department of Health Services, regarding hazardous material response plans, inventories, and risk management. Contra Costa County Ordinance Code Section 450-

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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2.008(b) requires the establishment of a Hazardous Materials Business Plan (HMBP), if necessary, that specifies the use, quantities, storage, transportation, disposal and upset conditions for hazardous materials in accordance with state and county regulations. Thus, an HMBP may be required to ensure no significant public exposure from the potential use of hazardous materials at the project site, because truck maintenance may include limited chemical usage. Compliance with County regulations would ensure this impact would be less than significant.

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

Due to the requirement for responsible agency review and permitting requirements regarding water treatment activities and hazardous materials handling, the routine operation of the proposed facility would not create a significant hazard through foreseeable upset and accident conditions involving the likely release of hazardous materials. The facility does not accept hazardous wastewater for treatment at the facility, and thus there is no potential for an accidental release of hazardous materials while transporting loads from customers. The interior portion of the primary building housing the water treatment equipment and chemical will be upgraded with a steel berm to contain any accidental spills that occur. Any spill that occurs will be assessed by the operator's internal response team, and remediated pursuant to applicable standards. Based on the above, the potential for the proposed facility creating a significant hazard from the likely release of hazardous materials into the environment is less than significant.

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

There is one school located within one-quarter mile of the project site, Riverview Middle School, located approximately 0.22-miles west of the project site, respectively. To determine if disturbance of the project site would unlikely emit hazardous emissions or waste, ERAS Environmental, Inc. has prepared a Phase I Environmental Site Assessment (ESA), dated September 2, 2021.

No hazardous materials were observed on the property at the time of ERAS's site visit from August 24, 2021. Septic systems, drywells or monitoring wells were not observed on the property by ERAS. No evidence of above ground storage tanks (AST) or underground storage tanks (UST) was observed on the property by ERAS. No evidence of leakage, spillage or dumping of regulated material was observed on the Property by ERAS.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Based on distance, locations, or current site status, ERAS found none of the neighboring sites identified in the report to be considered threats to the current environmental status of the property or subsurface soil and groundwater beneath it.

ERAS's research found no indication that the property was the site of ongoing subsurface investigations or remedial activities related to any additional release of hazardous materials on the property, therefore a search for environmental liens for the property was not considered likely to add additional information for this assessment.

ERAS did not find any evidence during this assessment to indicate that activities currently conducted on or near the property have contributed contamination to soil or groundwater under the property or in the surrounding area. Therefore, ERAS recommends no further action pertaining to environmental conditions at APN#'s 098-250-019 and 098-250-020 Port Chicago Highway in Bay Point, California.

- 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)*

A review of regulatory databases maintained by County, State, and federal agencies found no documentation of hazardous materials violations or discharge on the subject property. The site is not listed on the State of California Hazardous Waste and Substance Sites (Cortese) List. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The Cortese List is a planning document with hazardous material contaminated site information, used by the State, local agencies and developers to comply with the California 24 Environmental Quality Act.

- 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 subject property is not located within the coverage area of the Contra Costa County Airport Land Use Compatibility Plan, nor is it located within two miles of a public airport or public use airport. The nearest public airport is Buchanan Field airport, which is located approximately 7 miles west of the subject property.

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

All improvements proposed as part of the project will take place within the boundaries of the subject property, and will have no potential for impeding access along any roadway or waterway

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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within the County that may provide access to the site or be part of an existing emergency response or evacuation plan. In addition, the proposed project will not impact any existing power infrastructure, telecommunication towers, or other mediums of communication that may be part of an existing emergency response or evacuation plan. Therefore, based on the above, the potential for the project impairing implementation or physically interfering with an adopted emergency response plan or emergency evacuation plan is 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 “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 project will be subject to building standards for this “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 standards 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 (CCCYPD). As the project will comply with these standards, the project having any potential for wildfire exposure is reduced to a less than significant level.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>10. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
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. 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 26 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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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management facilities, along with measures to control runoff rates and volumes. The proposed project would not modify the square feet of impervious surface area at the project site. Thus, the proposed project would not be required to include stormwater management facilities.

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 subject property is located within the service area of the Golden State Water Company, and will be connected to extensions of their public water infrastructure. Therefore, any water needed for the proposed treatment process will be provided by the existing public water connection, and will not require pulling from groundwater supplies. Therefore, the potential for the proposed project substantially decreasing groundwater supplies or interfering with groundwater recharge is 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)*

The project includes approximately 2,817 cubic yards of grading. A grading permit would be required for this work and Best Management Practices (BMPs) to prevent erosion or siltation on- or off-site during construction will be implemented. Furthermore, the stormwater control plan prepared for the project includes BMPs to reduce sediment discharges during construction and operation. Thus, a less than significant impact is expected.

- 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 project includes a Storm Water Control Plan (SWCP) with C.3 compliant storm water controls including pervious areas, wetland mitigation areas, and storm drains that would collect storm water, allow percolation into the ground, and convey excess runoff to existing municipal stormwater facilities. 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 stormwater control plan and determined that drainage facilities in

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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the area could accommodate the surface runoff without resulting in flooding. Accordingly, the proposed project would not result in flooding on- or off-site.

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

Proposed drainage improvements will help eliminate localized water ponding by collecting and treating the surface flows from all areas of the project using the SWCP as described above. Also, the bio-retention/detention basin would reduce peak discharge rates, particularly compared to conventional inlet and pipe storm drain systems. Accordingly, the proposed project would not exceed the capacity of the stormwater system.

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

The property lies within the Special Flood Hazard Area (100-year flood boundary) as designated on the Federal Emergency Management Agency Flood Insurance Rate Map, but the proposed project will be required to adhere to the requirements of the National Flood Insurance Program and the County Floodplain Management Ordinance as they pertain to development and construction of any structures on this property. Furthermore, the improvements on the site are not expected to create any barrier that would impede or redirect flood flows, should flooding occur.

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

The project lies within the Special Flood Hazard Area, but the proposed project will be required to adhere to the requirements of the National Flood Insurance Program and the County Floodplain Management Ordinance as they pertain to development and construction of any structures on this property. The proposed project would not be susceptible to inundation by seiche or tsunami. The California Geological Survey (2009) has projected and mapped the tsunami hazard posed by a tidal wave that passes through the Golden Gate and into San Francisco Bay, San Pablo Bay and Carquinez Strait. The project site is not included in the inundation area on any tsunami hazard map.

- 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. Thus, the project would not conflict with or obstruct implementation of a water quality control plan. The Sustainable Groundwater Management Act (SGMA), effective January 1, 2015, established a

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies and newly-formed Groundwater Sustainability Agencies (GSAs) to ensure a groundwater basin is operated within its sustainable yield through the development and implementation of a Groundwater Sustainability Plans (GSP). The project is located near the San Joaquin Valley and Clayton Basins, which are designated as Medium and Very Low Priority groundwater basins based on the Groundwater Basin Prioritization by the State Department of Water Resources (DWR).

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>11. LAND USE AND PLANNING – Would the project:</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

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

Development of the proposed project would not physically divide an established community. The proposed project will occur on a vacant parcel within an overall industrial portion of Bay Point.

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

**General Plan**

The subject property has a Heavy Industrial (HI) land use designation and the proposed development is consistent with this designation. The designation allows for activities requiring large areas of land with convenient truck and rail access. Uses may include metalworking, chemical or petroleum product processing and refining, heavy equipment operation and similar activities. Light industrial land uses are also allowed within lands designated Heavy Industrial and they can be developed according to light industrial definition and standards found in that designation. A contractor's use is allowed within the HI designation with certain limitations as described in the table below:

	Maximum Allowed	Proposed
<b>Site Coverage:</b>	30%	3.4%
<b>Floor Area Ratio:</b>	0.67	0%
<b>Employees Per Gross Acre:</b>	45	≤9*

\*Maximum 9 staff required to move crane equipment on or offsite.

Thus, as proposed, the project is consistent with Contra Costa County General Plan development guidelines for the HI land use designation.

The project would also be consistent with the applicable General Plan policies for development within the Bay Point Specific Geographic Area, as outlined below:

- Policy 3-78 requires the following policies to guide development in the Bay Point area:

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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- Upgrade community appearance by encouraging development of new uses to replace antiquated developments.
- Achieve and maintain a healthy environment for people and wildlife that minimizes health hazards and disruptions caused by the production, storage, transport, and disposal of toxic materials.
- All development proposals should be reviewed by, and coordinated with, Conservation and Development Department staff to ensure compatibility with the Redevelopment Plan.

Based on the consistency with the applicable policies and land use designation standards, the project would conform with the County's General Plan.

### **Zoning**

The project site is zoned P-1 (Bay Point Planned Unit District) which has specific development standards for industrial uses. The project does not include any buildings which may be occupied by office workers etc. The proposed project is found to be consistent with the development standards as prescribed within the Bay Point P-1.

In addition to that which is discussed above, the proposed project will be subject to review, standards, and/or permitting requirements of other regulatory agencies such as the County Hazardous Materials Division, and County Public Works Department. By requiring that the project sponsor adhere to the review and permitting protocol enforced by these agencies, the potential for the project causing an environmental impact as a result of a conflict with any land use plan, policy, or regulation geared toward avoiding or mitigating environmental impacts is reduced to a less than significant level.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>12. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<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)*

Known mineral resource areas in the County are shown on Figure 8-4 (Mineral Resource Areas) of the General Plan Conservation Element. No known mineral resources have been identified in the project vicinity, and therefore the proposed project would not result in the loss of availability of any 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)*

The project site is not within an area of known mineral importance according to the Conservation Element of the General Plan, and therefore, the project would not impact any mineral resource recovery site.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>13. NOISE – Would the project result in:</b>				
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 Impact**)*

Activities at the project site are not expected to expose persons to, or generate, noise levels in excess of the Community Noise Exposure Levels shown on Figure 11-6 of the General Plan Noise Element. Figure 11-6 shows that levels of 75 dB or less are normally acceptable and noise levels between 70 dB to 80 dB are conditionally acceptable in industrial areas. Types and levels of noise generated from the uses associated with the proposed contractor's yard would be similar to noise levels from the existing developments in the area. Thus, project noise impacts to the existing surrounding land uses would be less than significant. Noise generated during construction will be temporary but will most likely exceed 60dB and fall within the conditionally acceptable noise level range. As such, the project will be conditioned with construction hours and certain best management practices to reduce noise brought on by construction-related activities.

**Potential Impact (13-1):** Construction activities may increase noise exposure on adjacent properties. Therefore, although temporary in duration, the construction activities of the proposed project have the potential for generating noise levels in excess of standards provided within the Noise Element of the County General Plan. To reduce the potential construction noise impacts on adjacent properties and sensitive receptors, the construction contractors will be required to implement the following mitigation measures throughout the construction phase of the project.

**Mitigation Measure NOI-1:** The following shall be implemented during project construction and shall be present on the site plan for building permit(s) as construction notes:

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a. Unless specifically approved otherwise via prior authorization from the Zoning Administrator, all construction activities shall be limited to the hours of 8:00 A.M. to 5:00 P.M., Monday through Friday, and are prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:

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

For information on the actual days and dates that these holidays occur, please visit the following websites:

Federal: <http://www.federalreserve.gov/aboutthefed/k8.htm>

State: <http://www.sos.ca.gov/holidays.htm>

- b. The site shall be maintained in an orderly fashion. Following the cessation of construction activity, all construction debris shall be removed from the site.
- c. The project sponsor shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors and concrete pumps as far away from sensitive receptors as possible.
- d. The applicant shall make a good-faith effort to avoid interference with existing neighborhood traffic flows.
- e. Transporting of heavy equipment and trucks shall be limited to the hours of 9:00 A.M. to 4:00 P.M., Monday through Friday, and is prohibited on state and federal holidays.
- f. Unnecessary idling of internal combustion engines is prohibited.

**Mitigation Measure NOI-2:** Impact tools (e.g. jack hammers, pavement breakers) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. External jackets on the tools shall be used where feasible. In addition, quieter methods such as using drills rather than impact equipment shall be used whenever feasible.

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 result in generation of excessive groundborne vibration or groundborne noise levels? (**Less Than Significant Impact**)*

Project construction does not include any components (e.g., pile-driving) that would generate excessive ground-borne vibration levels. Additionally, normal activities at the contractor's yards would not generate ground-borne vibrations during project operations. Furthermore, even if the project resulted in groundborne vibrations, the project is located in an industrial area of the County where typical activities could result in localized groundborne vibration without being considered excessive.

- 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**)*

The project site is not located within two miles of a public airport or airstrip, nor is it located within an area covered by the County's Airport Land Use Compatibility Plan. The nearest public airport is the Buchanan Field Airport, which is located approximately 7 miles northeast 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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14. <b>POPULATION AND HOUSING</b> – <i>Would the project:</i>				
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 type="checkbox"/>	<input checked="" 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 Bigge Crane contractor's yard does not include the construction of residential units, and once fully developed and operational, will only require a maximum of nine employees to operate the facility when a crane is being delivered offsite or being brought back. This lack of a residential component and creation of a relatively small increase in business opportunities will only result in a negligible population increase in the County, if any.

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

The project site is currently a vacant industrial property and does not include any dwelling units. Thus, the proposed project would not displace any existing housing and would have no impact on housing displacement.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>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:</b>				
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)***

The project site is located within the service area of the Contra Costa County Fire Protection District (CCCYPD), who has had an opportunity to review and comment on the project. In their comment letter the CCCYPD provided a list of standards and review procedures that will apply to the project. The listed standards include, but are not limited to, all-weather driving surface design, access roadway width and clearance requirements, and the need for fire district review prior to any development at the site. There has been no indication from the CCCYPD that altered or new fire protection facilities will be necessary to accommodate the proposed project.

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

The subject property is located within the service area of the Contra Costa County Sheriff. The proposed project does not consist of a residential element that will result in a substantial population increase within the County. In addition, based on the size and nature of the facility, the proposed Bigge Crane contractor's yard will not be of a scale that would create significant quantities of new business opportunities within the County. Based on the above, the proposed project will not pose a substantial risk to the County's ability to maintain the General Plan standard of having 155 square feet of Sheriff station area and support facilities for every 1,000 members of the population. Therefore, the potential for the project resulting in substantial adverse impacts as a result of expanded police protection facilities is less than significant.

c) ***Schools? (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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Prior to issuance of a building permit for the residence, the applicant would be required to pay the state-mandated school impact fees for the commercial development, if any. Payment of the fees pursuant to State regulations for school services would reduce school impacts to less than significant levels.

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

The proposed project will not induce a significant population increase within the County. Therefore, the proposed project will not pose a significant risk to the County's ability to maintain the General Plan standard of having three acres of neighborhood parks per 1,000 members of the population.

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

Impacts to other public facilities, such as hospitals and libraries are usually caused by substantial increases in population. Implementation of the proposed project is not anticipated to induce population growth. The project is not anticipated to create substantial additional service demands besides those which have been preliminarily reviewed by various agencies of Contra Costa County, or result in adverse physical impacts associated with the delivery of fire, police, schools, parks, or other public services. Therefore, the impact to hospitals, libraries or other public facilities is less than significant

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>16. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<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 Bigge Crane contractor's yard does not include a residential element that would directly induce a population increase within the County. In addition, the proposed water treatment facility will not be of a type or scale that would create a substantial quantity of new employment opportunities within the County that could also result in a population increase. Therefore, the potential for the proposed project resulting in substantial physical deterioration of existing parks or other recreational facilities within the County as a result of increased use is 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**)*

The proposed project does not include a recreational facilities element. Due to its industrial nature, the County's Park Dedication Ordinance is not applicable to the proposed project (Section 920-4.006 Exemptions and proviso) and thus there is no requirement for the dedication of park land or payment of an in lieu fee. Based on the above, the project will not require or result in the construction of new or expanded recreational facilities.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>17. TRANSPORTATION – Would the project:</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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 subject property is located east of Port Chicago Highway, a publicly maintained road. The southwest corner of the subject property is located across from the intersection of Port Chicago Highway with Skipper Road. The property also abuts the Burlington Northern Santa Fe (BNSF) railroad right-of-way to the north.

Port Chicago Highway along the project frontage is a 26-foot road width within varying right-of-way ranging from 46 feet to 60 feet. Port Chicago Highway has an ultimate 64-foot road width within an 84-foot wide right of way according to a Precise Alignment (Drawing PA 3481, on file at the Public Works Department) adopted by the Board of Supervisors in 1968. This proposed alignment will “flatten the curve in the road which will pull the alignment further to the west, but there will still be a sliver of right of way required near the intersection with Skipper Road as the curve ends.

The property does not have any frontage improvements along Port Chicago Highway and will not be required to install any at this time. Due to the above-mentioned intent to realign the road, final location of travelway, trail, and other appurtenant improvements have not been fully determined at this time. The re-alignment will impact several properties in the area. Rather than requiring installation of frontage improvements that may need to be removed in a few years, the County Public Works Department will only be required right of way dedication at this time, and revisit frontage improvements with subsequent entitlements or within the context of a larger County road project.

This road dedication will also be consistent with the Contra Costa County’s Active Transportation Program that includes a high priority project along this segment of Port Chicago Highway where the project site is located. The project is to construct a separated (Class IV) bikeway and a sidewalk

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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connection to the Bay Point Regional Shoreline which would also connect to the future Great Delta Trail.

With the County Public Works Department’s review of the proposed project and requiring road dedication for the future installation of frontage improvements, the potential for the project conflicting with any applicable programs, plans, ordinances, or policies is less than significant.

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

The California Environmental Quality Act (“CEQA”) Guidelines Section 15064.3(b) establishes criteria for determining the significance of transportation impacts. Vehicle Miles Traveled (“VMT”) is the metric for measuring transportation impacts. The County adopted Transportation Analysis Guidelines (2020) providing technical assistance, thresholds of significance and mitigation measures for land development projects. Per County guidelines, the guidelines for VMT screening specify the following about small projects: “Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.” According to the Trip Generation and Parking Analysis prepared by Abrams and Associates, Traffic Engineering dated July 8, 2022, the Institute of Transportation Engineers (ITE) data indicates the proposed project would result in a daily traffic generation of about 28 trips per day. Therefore, the project should be considered to have a less-than-significant impact under CEQA and would not require a VMT analysis.

- 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 project proposes to gain access to the site via a 100-foot long 36-foot-wide paved driveway approximately 220 feet north of the intersection of Port Chicago Highway with Skipper Road and near the road curve of Port Chicago Highway. To accommodate turning movements of tractor-trailer vehicles, the County Public Works Department may require some additional pavement widening to provide adequate pavement width such that vehicles can exit and enter the site without crossing over into oncoming traffic e.g., a northbound vehicle having to swing into the southbound lane to make a tight right turn into the site). Therefore, with the review and approval of the Public Works Department, the project is not anticipated to substantially increase hazards due to a geometric design feature.

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

The Contra Costa Fire Protection District has reviewed the project for conformance with the Fire District standards, which include emergency access, and no comments of concern were received. Furthermore, the project proponent must submit improvement plans to the Fire District prior to

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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issuance of permits to ensure all applicable code sections have been satisfied. Therefore, the project will have a 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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<b>18. TRIBAL CULTURAL RESOURCES –</b> <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 Impact)*

As discussed in Sections 5.a through 5.c above, no historical resources are likely 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 "Low Sensitivity," and is generally not considered to be a location with significant archaeological resources. Given all these factors, there is little potential for the project to impact cultural resources on the site. Pertaining to the significance of tribal cultural resources, there are no onsite historical resources, pursuant to Public Resources Code section 5020.1(k) that are included in a local register of historic resources.

- 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 Impact)*

Please refer to the analysis and discussion in subsection-a above.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>19. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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 access to water, wastewater, electricity, and telecommunication facilities, and will be able to properly connect to them all. All utilities and drainage facilities will run underground within easements, ensuring adequate access for maintenance purposes. As such, no significant environmental effects are expected from the construction of new facilities that would be required to provide services to the project. Therefore, 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.

The proposed facility will also require public water and electricity services to run the facility. The applicant has advised that those existing services will suffice for operation of the proposed facility, and that no expansion of those services is required.

- 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)*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project site would receive water service from the Golden State Water Company. Golden State Water has been provided with an opportunity to review the proposed project, and there has been no indication that new or expanded water facilities are required to support the project. Accordingly, the impact of providing water service to the proposed project would be less than significant.

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

The project will discharge treated wastewater directly into the existing public sanity system managed by the Delta Diablo Sanitary District, and to accommodate this process a new sewer later extension will be installed to connect proposed water treatment equipment directly to the system. This new connect only requires installation of a new lateral length that will be completely located within the boundaries of the project site, and there is no proposal for additional or expanded wastewater treatment facilities. Lastly, the Delta Diablo Sanitary District has been provided with an opportunity to review the proposed project, and there has been no indication that new or expanded wastewater facilities are required to support the project.

- 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 operational solid waste. Construction waste would be hauled to one of the recycling centers and/or transfer stations located in the area. The recycling center and/or transfer station would sort through the material and pulls 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 considered to be less than significant as the vast majority of the project consists of grading (compared to warehouse building construction, etc.). Furthermore, construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the CDD at the time of application for a building/grading 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 therefore, 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**)*

The proposed project would be required to comply with applicable federal, state, and local laws related to solid waste. The project includes commercial land uses that would not result in the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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generation of unique types of solid waste that would conflict with existing regulations applicable to solid waste.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>20. WILDFIRE</b> – <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
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:*

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

The project site is located within a “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 project will be subject to building standards for this “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 standards 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 (CCCFFPD). As the project will comply with these standards, the project substantially impairing an adopted emergency response plan or emergency evacuation plan or exacerbating wildfire 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)*

The subject property is located within a relatively flat area of the County, and lacks any substantial sloping topography within its boundaries. In addition, the project site is located within a developed

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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industrial area of the County, which significantly reduces the potential for a wildfire occurring in the vicinity of the project site. Lastly, the project site is within the service area of the CCCFPD, who will require that the applicant incorporate the appropriate fire prevention infrastructure prior to establishment of the use. Based on the nature of the surrounding environment, design of the proposed development, and location within the CCCFPD service area, the potential for the proposed project exacerbating wildfire risks is less than significant.

- 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 CCCFPD has reviewed the proposed project, and has provided a list of fire protection improvements that must be incorporated as part of the project. The list includes, but is not limited to, emergency apparatus access roadways, an adequate and reliable water supply with a minimum fire flow rate 1500 gallons per minute, Knox Company operated gate switches, and the removal of all weeds, grass, vines, or other growth that is capable of being ignited. All of the required improvements would reduce the fire hazard at the site, and are common fire safety improvements that can be easily incorporated into the proposed elements of the project. Therefore, the potential for the project increasing fire risk or impacting the environment as a result of the installation or maintenance of fire protection infrastructure is less than significant.

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

As discussed above, there is no evidence in the record to suggest that the proposed project will increase wildfire risks or hazards within the County. Therefore, the potential for the project increasing risks to people or structures as a result of increased post-fire runoff, slope instability, or drainage changes is less than significant.

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 Impact with Mitigation)*

As discussed in individual sections of this Initial Study, the project to establish the site as a contractor’s yard for the Bigge Crane company may impact the quality of the environment (Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Noise) 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, or affect state cultural resources with the already identified Mitigation Measures.

- 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)*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project would not create substantial cumulative impacts as the project is consistent with the industrial land use designation in which it is located in, with the existing neighboring industrial business operations, as well as the future industrial park intended to be developed on the adjacent parcel.

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

The proposed Bigge Crane contractor's yard will primarily be used for equipment storage. No processing or manufacturing of hazardous materials is included as part of this project. The associated air quality impacts are considered negligible due to the low number of anticipated truck trips (up to 5 per day). As of the date of this initial study, staff is unaware of any studies or other reports that have been issued that indicate the project will result in a direct or indirect hazard to humans.

## 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. Contra Costa County Historic Resources Inventory (2019)
3. Contra Costa County Geographic Information Systems Data Layers
4. Contra Costa County Zoning Ordinance (Title 8)
5. Contra Costa County General Plan 2005-2020
6. Bay Point Planned Unit Development (P-1) Zoning and Design Guidelines
7. Contra Costa County Climate Action Plan (10/2015)
8. 2016 Contra Costa County Important Farmland Map
9. U.S. Census Bureau Webpage
10. Contra Costa County Airport Land Use Compatibility Plan (12/13/2000)
11. California Government Code (Webpage)  
<https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=GOV>
12. California Public Resources Code (Webpage)  
<https://leginfo.ca.gov/faces/codesTOCSelected.xhtml?tocCode=PRC&tocTitle=+Public+Resources+Code+-+PRC>
13. California Environmental Quality Act Guidelines
14. Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines (5/2017)
15. California Department of Fish and Wildlife Website  
<https://wildlife.ca.gov/>
16. U.S. Department of Fish and Wildlife Website  
[www.fws.gov](http://www.fws.gov)
17. East Contra Costa County habitat Conservation Plan / Natural Community Conservation Plan
18. BAAQMD “Air Quality Standards and Attainment Status” Webpage  
<https://www.baaqmd.gov/about-air-quality/research-and-data/air-quality-standards-and-attainment-status>
19. California Geological Survey Earthquake Hazard Zone App (EQZAPP)  
<https://maps.conservation.ca.gov/cgs/EQZApp/>
20. California Department of Forestry and Fire Protection (CalFire). Fire Hazard Severity Zones Viewer  
<https://egis.fire.ca.gov/FHSZ/>
21. California Department of Water Resources. [https://water.ca.gov/Programs/Groundwater-Management-Federal-Emergency-Management-Agency \(FEMA\). National Flood Insurance Rate Map \(FIRM\).](https://water.ca.gov/Programs/Groundwater-Management-Federal-Emergency-Management-Agency-(FEMA).-National-Flood-Insurance-Rate-Map-(FIRM).) <https://www.fema.gov/national-flood-insurance-program-flood-hazard-mapping>.
22. Contra Costa County Building Code (Title 7)
23. Contra Costa County Code – Title 4 Health and Safety
24. California Dept. of Toxic Substance Control’s EnviroStor Webpage  
<https://www.envirostor.dtsc.ca.gov/public/>
25. California Office of Planning & Research’s “Technical Advisory on Evaluating Transportation Impacts in CEQA
26. Planning Survey Report prepared by Travis McCleary, Senior Wildlife and Conservation Biologist of Sapere Environmental LLC dated March 30, 2022
27. Preliminary Storm Water Control Plan prepared by Ware Malcomb dated May 25, 2022
28. Trip Generation and Parking Analysis prepared by Stephen C. Abrams, Traffic Engineer of Abrams and Associates, Traffic Engineering dated July 8, 2022
29. Air Quality Emissions Assessment prepared by James Reyff, Acoustics Engineer of Illingworth & Rodkin Acoustics and Air Quality dated November 16, 2021
30. Phase I Environmental Site Assessment prepared by ERAS Environmental dated September 3, 2021
31. Agency Comments

## **ATTACHMENTS**

- 1. Vicinity Map**
- 2. Project Site Plan**
- 3. Mitigation Monitoring and Reporting Program**



Legend

- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

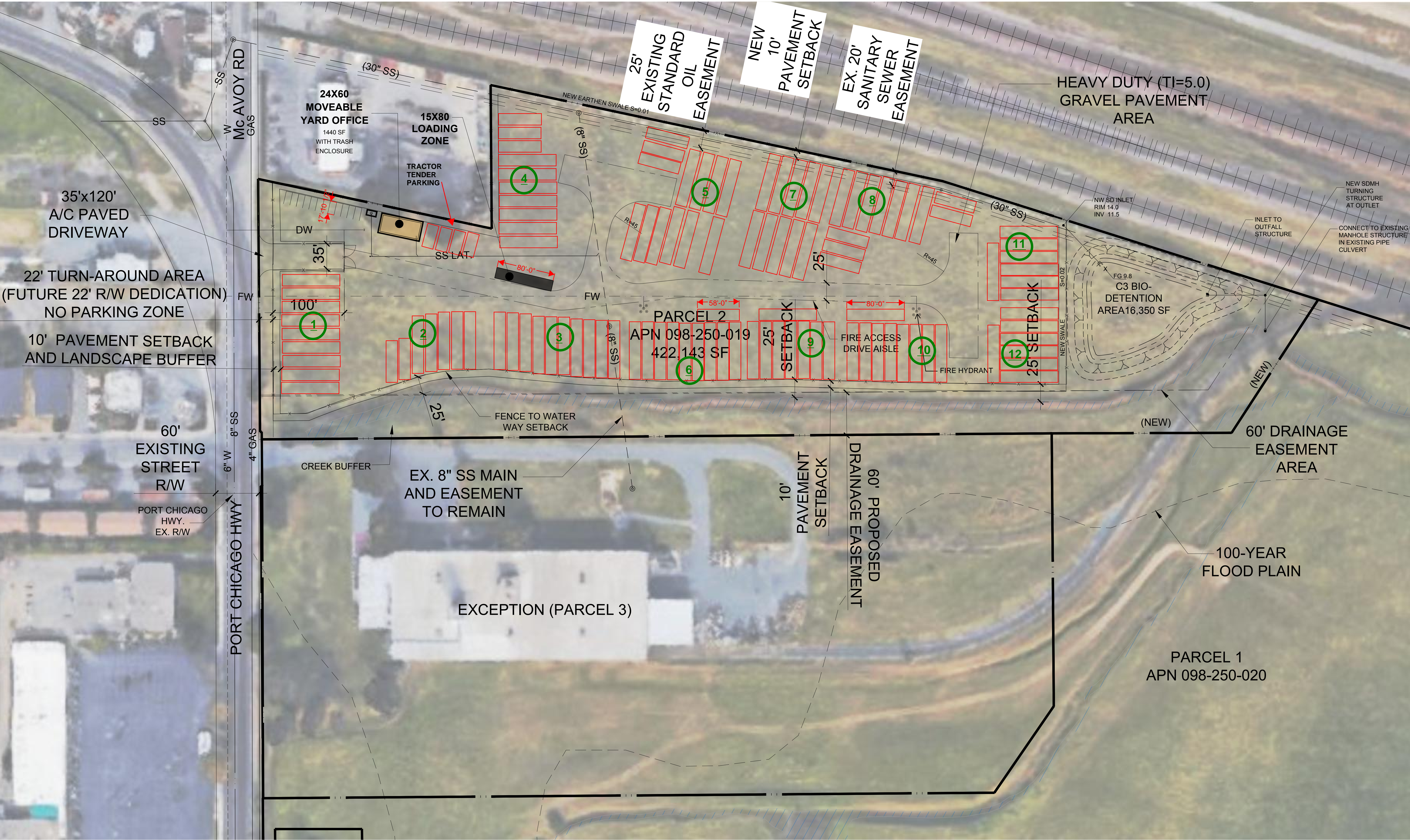


This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.  
THIS MAP IS NOT TO BE USED FOR NAVIGATION

1: 36,112



Notes  
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Crane Storage Description:

- Crane parts and support elements are stored on standard sized, storage and transportation trailers.
- All parts of and support equipments for a Crane are stored together in grouped units.
- Crane trailer groups are placed and organized in this storage facility for quick deployment.
- The Crane's type and size determine the number of trailers in its group.
- The region's construction activity determines the type and number of cranes to be stored in the storage facility.
- The intensity of a region's construction activity will determine the nature of the storage facility's stored trailers. For example, if the construction intensity in the local area is high, only empty trailers will be stored here, because all of the cranes will be deployed. During low construction activity, the facility will have full trailers of crane components waiting for their next contract and deployment.
- Other instances where a region is experiencing extended periods of low intensities of construction activity, a Crane Group may be sent to another part of the country where they are more needed, so the yard may be empty or not filled to capacity. Larger construction projects in the region may be delayed and if a crane cannot be accommodated at the project site, it will need a storage yard to wait for its deployment time. This storage facility can provide the space for all of these purposes.

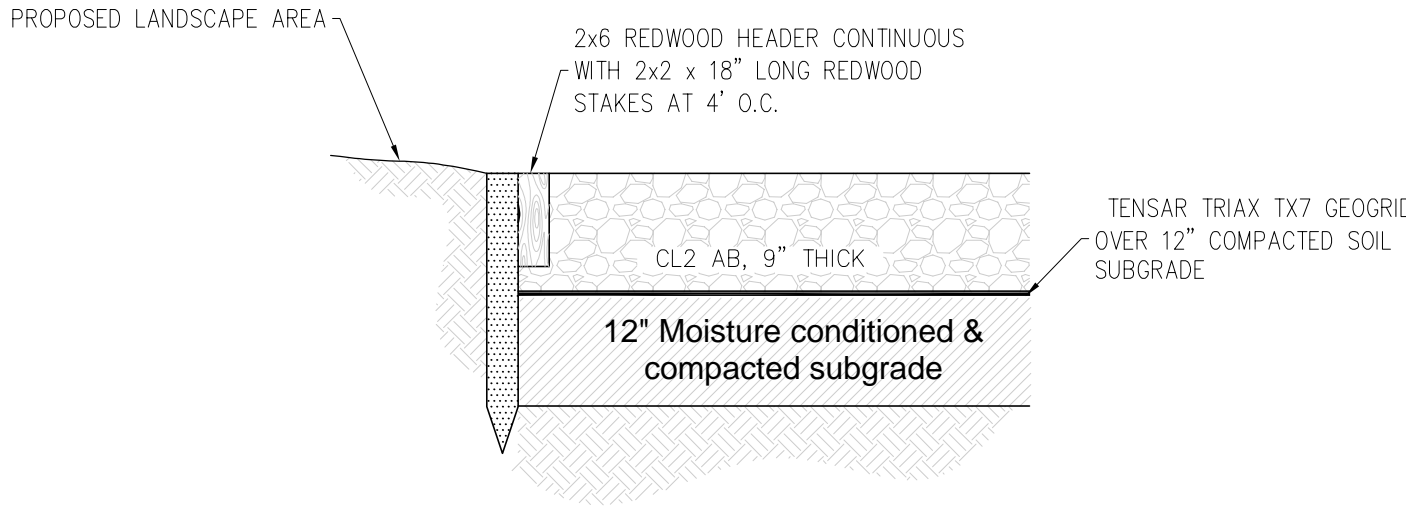
Crane Storage Summary:

- This facility may store from 1 to 20 crane groups. The largest cranes may take up the entire storage facility, or as many as 20 smaller cranes can be stored as well. The region's construction needs will determine the type and number of cranes stored in this facility at any given time.
- The Bigge Crane Co. operates a multitude of similar storage facilities throughout the nation. The local region's construction crane needs determines the storage activity of the facility.
- Ideally, cranes will move from one project to another, and never see a storage facility. In this case, the storage facility will mainly be used for storing the empty transportation trailers while the cranes are all in service.
- No maintenance will ever be performed in this storage facility. As a company policy, and for safety and OSHA compliance, maintenance and repair operations can ONLY be performed in specially equipped repair facilities.

CONCEPTUAL SITE PLAN AND FIRE ACCESS EXHIBIT

Storage Facility Operations:

- The crane storage facility is only active when a crane is being delivered to the site or being deployed from the site. When the crane has been installed for an extended period at a construction site, the empty trailers will return to this storage facility until they are called to move the crane to its next construction project.
- The full trailers will only return to the storage facility if the crane does not have an immediate deployment.
- The transporting semi-tractors will always leave the facility. One or two tender tractors will be stationed on site and parked next to the office trailer.
- The facility intendeds to have one or two regular staff for security and logistics activity.
- No customers or public (visitors) access is proposed for this site.
- The example tailer storage layout shown above is for illustration purposes only. Crane trailer groups widely vary in number and size.

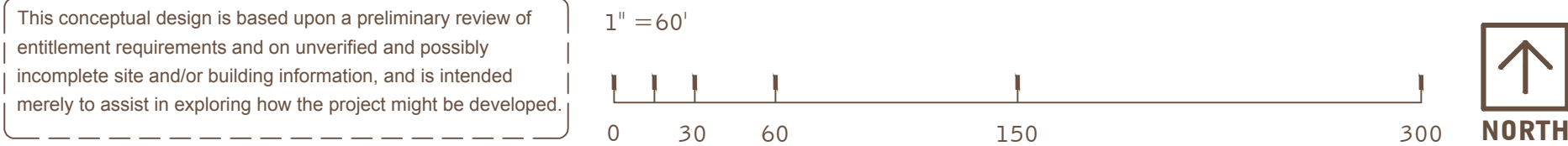
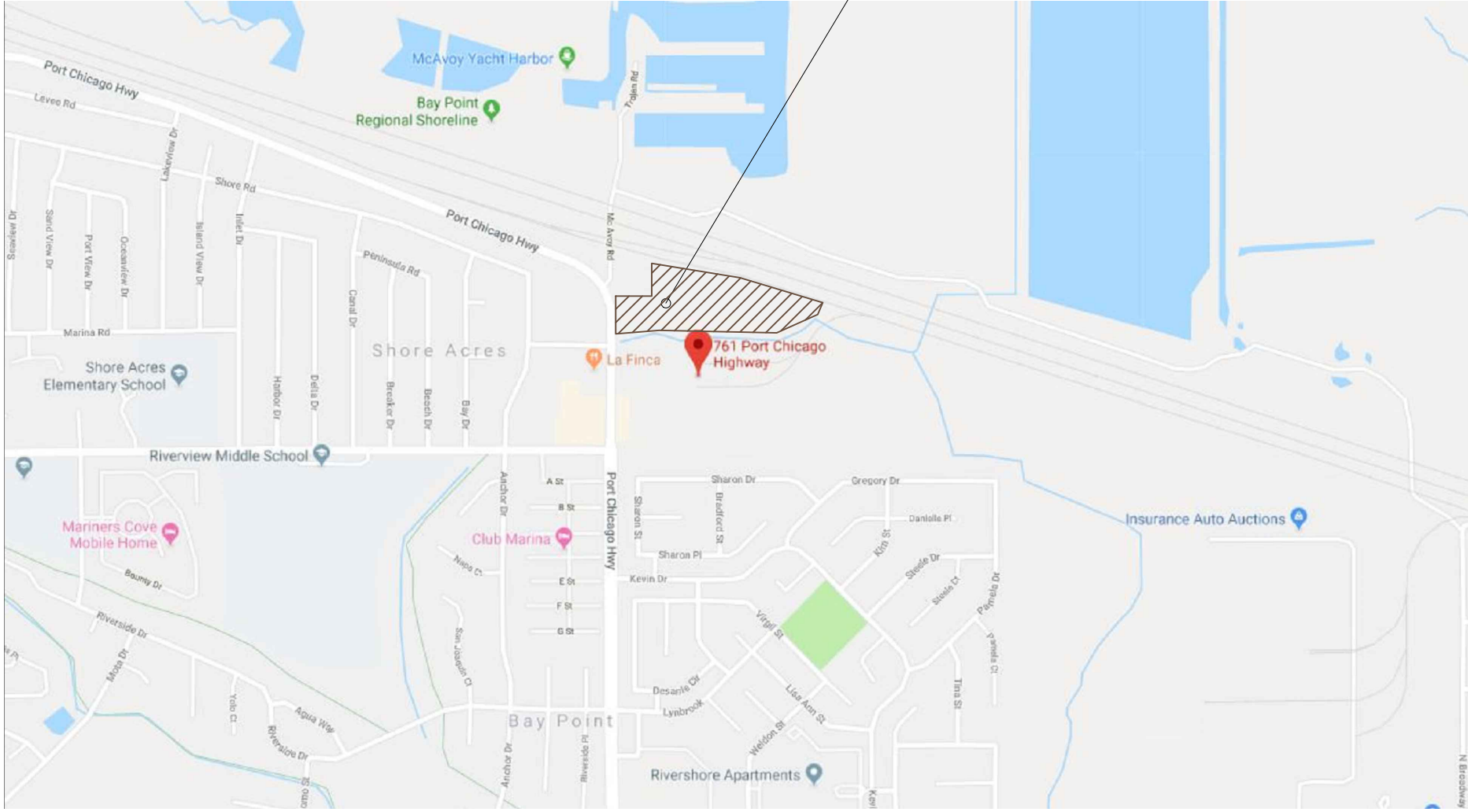


CLASS 2 A.B. PAVEMENT WITH REDWOOD HEADER  
SCALE: N.T.S. P6 13

scheme: 1

Conceptual Site Plan

Port Chicago Hwy  
Bay Point, CA 94565



This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

WARE MALCOMB

SNR20-4054-00  
06.24.2021

SHEET  
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# **Mitigation Monitoring and Reporting Program County File #CDLP20-02056**

**11.48-acres located at the intersection of Port Chicago  
Highway and Skipper Road in Bay Point, CA 94565**

**APNs: 098-250-019 and -020**

## SECTION 1: AESTHETICS (AES)

**Potential Impact 1:** The Bay Point Planned Unit District development standards require proper screening of parking, loading, and other utility areas from the street and adjacent properties, as well as buffer planting on property lines. Compliance with these standards in the Final Landscaping Plan must be ensured to mitigate the visual impact of the development.

**Mitigation Measure AES-1:** Prior to issuance of building/grading permits, a Final Landscape Plan shall be submitted to the Department of Conservation and Development, Community Development Division (CDD) staff for review and approval. Plant materials shall meet the guidelines specified in the Bay Point Design Guidelines for landscaping in industrial areas. The Final Landscape Plan is subject to a concurrent review for compliance with the State/County Model Water Efficient Landscape Ordinance.

Implementing Action:	COA
Timing of Verification:	Prior to submittal of a building permit; Prior to CDD approval of construction plans for a building permit; and Post installation and prior to final building inspection.
Responsible Department, Agency, or Party:	Project proponent, CDD, and Building Inspection.
Compliance Verification:	Submittal of final landscaping plans for CDD review; Include CDD approved final landscaping plans in construction plans for CDD review; and As-built photos of landscaping and fencing prior to final building inspection.

**Potential Impact 2:** The Bay Point Planned Unit District development standards require all outdoor lighting to be directed down and screened away from adjacent properties and streets. Compliance with this standard in any future Lighting Plan must be ensured to mitigate the visual impact of the development.

**Mitigation Measure AES-2:** Prior to issuance of a building permit for lighting, the applicant shall submit for review and approval of CDD staff a Lighting Plan. Light standards shall be low-lying and deflected so that the lights shine onto applicant's property and avoid spilling into adjacent properties.

Implementing Action:	COA
Timing of Verification:	Prior to submittal of a building permit; Prior to CDD approval of construction plans for a building permit; and

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	Post installation and prior to final building inspection.
Responsible Department, Agency, or Party:	Project proponent, CDD, and Building Inspection.
Compliance Verification:	If applicable, submittal of final lighting plan(s) for CDD review; Include CDD approved final lighting plan(s) in construction plans for CDD review.

### SECTION 3: AIR QUALITY (AIR)

**Potential Impact 1:** Exhaust emissions and particulates produced by construction activities may cause exposure of the public or sensitive receptors to significant amounts of pollutants.

**Mitigation Measure AIR-1:** The following Bay Area Air Quality Management District, Basic Construction mitigation measures shall be implemented during project construction and shall be stated on all construction plans:

- A. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- B. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- C. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- D. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- E. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- F. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- G. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- H. Replant vegetation in disturbed areas as quickly as possible.
- I. All vehicle speeds on unpaved roads shall be limited to 15 mph.
- J. 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.
- K. 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

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<p>13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.</p> <p>L. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>M. Post a publicly visible sign with the telephone number and person to contact at the lead agency 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.</p>	
Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction plans for a building permit; and During construction.
Responsible Department, Agency, or Party:	Project proponent, CDD, and Building Inspection.
Compliance Verification:	Include MM AIR-1 language on construction plans for CDD review; and Implementation with oversight of Building Inspection during construction.
<b>SECTION 4: BIOLOGICAL RESOURCES (BIO)</b>	
<p><b>Potential Impact 1:</b> Species with potential to occur onsite due to presence of suitable habitat (non-native annual grasslands and ruderal habitat) within the Biological Study Area and/or California Natural Diversity Database (CNDDDB) occurrence data include burrowing owl, Swainson's hawk, golden eagle, California tiger salamander, California red-legged frog and covered shrimp species.</p>	
<p><b>Mitigation Measures BIO-1 through BIO-6:</b> The following preconstruction surveys will be required prior to issuance of a building permit:</p> <p><b><u>Mitigation Measure BIO-1: Western Burrowing Owl</u></b></p> <p><b>Preconstruction Surveys</b> Prior to any ground disturbance related to covered activities, a USFWS/CDFW- approved biologist will conduct a preconstruction survey in areas identified in the planning surveys as having potential burrowing owl habitat. The surveys will establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls in accordance with CDFW survey guidelines (California Department of Fish and Game 1995).</p> <p>On the parcel where the activity is proposed, the biologist will survey the proposed disturbance footprint and a 500-foot radius from the perimeter of the proposed footprint to identify burrows and owls. Adjacent parcels under different land ownership will not be surveyed. Surveys should take place near</p>	

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sunrise or sunset in accordance with CDFW guidelines. All burrows or burrowing owls will be identified and mapped. Surveys will take place no more than 30 days prior to construction. During the breeding season (February 1– August 31), surveys will document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1–January 31), surveys will document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results will be valid only for the season (breeding or nonbreeding) during which the survey is conducted.

### **Avoidance and Minimization and Construction Monitoring**

This measure incorporates avoidance and minimization guidelines from CDFW's Staff Report on Burrowing Owl Mitigation (California Department of Fish and Game 1995).

If burrowing owls are found during the breeding season (February 1 – August 31), the project proponent will avoid all nest sites that could be disturbed by project construction during the remainder of the breeding season or while the nest is occupied by adults or young. Avoidance will include establishment of a non-disturbance buffer zone (described below). Construction may occur during the breeding season if a qualified biologist monitors the nest and determines that the birds have not begun egg-laying and incubation or that the juveniles from the occupied burrows have fledged. During the nonbreeding season (September 1 – January 31), the project proponent should avoid the owls and the burrows they are using, if possible. Avoidance will include the establishment of a buffer zone (described below).

During the breeding season, buffer zones of at least 250 feet in which no construction activities can occur will be established around each occupied burrow (nest site). Buffer zones of 160 feet will be established around each burrow being used during the nonbreeding season. The buffers will be delineated by highly visible, temporary construction fencing.

If occupied burrows for burrowing owls are not avoided, passive relocation will be implemented. Owls should be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. These doors should be in place for 48 hours prior to excavation. The project area should be monitored daily for 1 week to confirm that the owl has abandoned the burrow. Whenever possible, burrows should be excavated using hand tools and refilled to prevent reoccupation (California Department of Fish and Game 1995). Plastic tubing or a similar structure should be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow.

### **Mitigation Measure BIO-2: California Tiger Salamander**

Written notification to USFWS, CDFW, and the Implementing Entity, including photos and breeding habitat assessment, is required prior to disturbance of any suitable breeding habitat. The project proponent will also notify these parties of the approximate date of removal of the breeding habitat at least 30 days prior to this removal to allow USFWS or CDFW staff to translocate individuals, if requested. USFWS or CDFW must notify the project proponent of their intent to translocate California tiger salamanders within 14 days of receiving notice from the project proponent. The applicant must allow USFWS or CDFW access to the site prior to construction if they request it.

There are no restrictions under this Plan on the nature of the disturbance or the date of the disturbance unless CDFW or USFWS notify the project proponent of their intent to translocate individuals within the

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required time period. In this case, the project proponent must coordinate the timing of disturbance of the breeding habitat to allow USFWS or CDFW to translocate the individuals. USFWS and CDFW shall be allowed 45 days to translocate individuals from the date the first written notification was submitted by the project proponent (or a longer period agreed to by the project proponent, USFWS, and CDFW).

#### **Mitigation Measure BIO-3: California Tiger Salamander**

Written notification to USFWS, CDFW, and the Implementing Entity, including photos and habitat assessment, is required prior to disturbance of any suitable breeding habitat. The project proponent will also notify these parties of the approximate date of removal of the breeding habitat at least 30 days prior to this removal to allow USFWS or CDFW staff to translocate individuals, if requested. USFWS or CDFW must notify the project proponent of their intent to translocate California red-legged frog within 14 days of receiving notice from the project proponent. The applicant must allow USFWS or CDFW access to the site prior to construction if they request it.

There are no restrictions under this Plan on the nature of the disturbance or the date of the disturbance unless CDFW or USFWS notify the project proponent of their intent to translocate individuals within the required time period. In this case, the project proponent must coordinate the timing of disturbance of the breeding habitat to allow USFWS or CDFW to translocate the individuals. USFWS and CDFW shall be allowed 45 days to translocate individuals from the date the first written notification was submitted by the project proponent (or a longer period agreed to by the project proponent, USFWS, and CDFW).

#### **Mitigation Measure BIO-4: Swainson's Hawk**

##### **Preconstruction Survey**

Prior to any ground disturbance related to covered activities that occurs during the nesting season (March 15–September 15), a qualified biologist will conduct a preconstruction survey no more than 1 month prior to construction to establish whether Swainson's hawk nests within 1,000 feet of the project site are occupied. If potentially occupied nests within 1,000 feet are off the project site, then their occupancy will be determined by observation from public roads or by observations of Swainson's hawk activity (e.g., foraging) near the project site. If nests are occupied, minimization measures and construction monitoring are required.

##### **Avoidance and Minimization and Construction Monitoring**

During the nesting season (March 15–September 15), covered activities within 1,000 feet of occupied nests or nests under construction will be prohibited to prevent nest abandonment. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be used, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

If young fledge prior to September 15, covered activities can proceed normally. If the active nest site is shielded from view and noise from the project site by other development, topography, or other features, the project applicant can apply to the Implementing Entity for a waiver of this avoidance measure. Any waiver must also be approved by USFWS and CDFW. While the nest is occupied, activities outside the buffer can take place.

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## **Mitigation Measure BIO-5: Golden Eagle**

### **Preconstruction Survey**

Prior to implementation of covered activities, a qualified biologist will conduct a preconstruction survey to establish whether nests of golden eagles are occupied. If nests are occupied, minimization requirements and construction monitoring will be required.

### **Avoidance and Minimization**

Covered activities will be prohibited within 0.5 mile of active nests. Nests can be built and active at almost any time of the year, although mating and egg incubation occurs late January through August, with peak activity in March through July. If site-specific conditions or the nature of the covered activity (e.g., steep topography, dense vegetation, limited activities) indicate that a smaller buffer could be appropriate or that a larger buffer should be implemented, the Implementing Entity will coordinate with CDFW/USFWS to determine the appropriate buffer size.

### **Construction Monitoring**

Construction monitoring will focus on ensuring that no covered activities occur within the buffer zone established around an active nest. Although no known golden eagle nest sites occur within or near the ULL, covered activities inside and outside of the Preserve System have the potential to disturb golden eagle nest sites. Construction monitoring will ensure that direct effects to golden eagles are minimized.

## **Mitigation Measure BIO-6: Covered Shrimp**

A follow-up site visit will be performed by Sapere to reconfirm that the narrow strip of patchy grassland habitat between the railroad and the perimeter fence of the project parcel does not provide suitable covered shrimp habitat, as was determined during initial surveys performed on September 1, 2021. If suitable habitat (e.g. depressions in ruderal ground) is identified, the following surveys and measures will be implemented. Survey results will be provided to the Conservancy prior to construction initiation.

### **Preconstruction Survey**

Prior to any ground disturbance related to covered activities, a USFWS-approved biologist will conduct a preconstruction survey in areas identified in the planning surveys as having suitable shrimp habitat. The surveys will establish the presence or absence of covered shrimp and/or habitat features and evaluate use by listed shrimp in accordance with modified USFWS survey guidelines (U.S. Fish and Wildlife Service 1996b). Project proponents are required to conduct USFWS protocol surveys in one year (rather than two) to determine presence or absence of listed shrimp species. If covered shrimp are absent from the site, there are no further requirements related to covered shrimp. If covered shrimp are present, the following avoidance and minimization and construction monitoring measures are required.

### **Avoidance and Minimization Requirements**

To the maximum extent practicable, impacts on occupied habitat of covered shrimp will be avoided by implementing the following measures based on existing mitigation standards (U.S. Fish and Wildlife Service 1996a).

- If suitable habitat for covered shrimp will be retained on site, establish a buffer (described below) from the outer edge of all hydric vegetation associated with seasonal wetlands occupied by covered shrimp. Alternatively, at the request of the project proponent, representatives of the Implementing Entity and

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USFWS may conduct site visits to inspect the particular characteristics of specific project sites and may approve reductions of the buffer. Buffer reductions may be approved for all or portions of the site whenever reduced setbacks will maintain the hydrology of the seasonal wetland and achieve the same or greater habitat values as would be achieved by the original buffer.

- Activities inconsistent with the maintenance of seasonal wetlands within the buffers and disturbance of the onsite watershed will be prohibited. Inconsistent activities include altering existing topography; placing new structures within the buffers; dumping, burning, and/or burying garbage or any other wastes or fill materials; building new roads or trails; removing or disturbing existing native vegetation; installing storm drains; and using pesticides or other toxic chemicals.
- Filling of seasonal wetlands, if unavoidable, will be delayed until pools are dry and samples from the top 4 inches of wetland soils are collected. Soil collection will be sufficient to include a representative sample of plant and animal life present in the wetland by incorporating seeds, cysts, eggs, spores, and similar inocula. The amount of soil collected will be determined by the size of the wetland filled and the variation in physical and biological conditions within the wetland. The number and size of samples will be sufficient to capture this variation. For very small wetlands it may be most cost effective to simply collect all topsoil. These samples will be provided to the Implementing Entity so that the soil can be translocated to suitable habitat within the inventory area unoccupied by covered shrimp or used to inoculate newly created seasonal wetlands on preserve lands.
- Seasonal wetlands occupied by covered shrimp that are filled will be offset by preserving or acquiring seasonal wetlands occupied by the covered shrimp species and restoring habitat suitable for the covered shrimp species in accordance with Conservation Measure 3.8. Such mitigation will supersede requirements for mitigation of impacts on wetland habitat when covered species are present.

### **Construction Monitoring**

If suitable habitat for covered shrimp will be retained on site, project proponents will establish a buffer from the outer edge of all hydric vegetation associated with seasonal wetlands occupied (or assumed to be occupied) by covered shrimp. This buffer zone will be determined in the field by the biologists as the immediate watershed feeding the seasonal wetland or a minimum of 50 feet, whichever is greater. Buffers will be marked by brightly colored fencing or flagging throughout the construction process. Activities will be prohibited within this buffer in accordance with the minimization measure above.

Construction personnel will be trained to avoid affecting shrimp. A qualified biologist approved by USFWS will inform all construction personnel about the life history of covered shrimp, the importance of avoiding their habitat, and the terms and conditions of the HCP/NCCP related to avoiding and minimizing impacts on covered shrimp.

Implementing Action:	COA
Timing of Verification:	Prior to submittal of a building permit; Prior to CDD approval of construction plans for a building permit; and During construction.

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Responsible Department, Agency, or Party:	Project proponent, project biologist, CDD, HCP, other State Agencies (if applicable), and Building Inspection.
Compliance Verification:	<p>Submittal of preconstruction surveys for CDD and HCP review;</p> <p>Any necessary construction notes required by project biologist and HCP on construction plans for CDD review; and</p> <p>Implementation of approved biologist mitigation measures with project biologist and Building Inspection oversight during construction.</p>

**Potential Impact 2:** As wetlands are present adjacent to the project footprint, the following mitigation measure must be executed to ensure all construction activities will remain outside of the wetland area to minimize impacts of covered activities on wetlands and streams.

**Mitigation Measure BIO-7:** Prior to issuance of a building permit, evidence shall be submitted to CDD to show the following has been executed onsite prior to issuance of a building permit:

- A. The 25-foot setback from the drainage top of bank will be staked in the field by the field biologist/botanist.
- B. High visibility ESA fencing will be erected at the 25-foot setback to prevent project creep.
- C. All construction personnel, including those conducting ground-disturbing activities within or adjacent to the drainage, will be trained by a qualified biologist in these avoidance and measures.
- D. Trash generated by covered activities will be promptly and properly removed from the site.
- E. No construction or maintenance vehicles will be refueled within 200 feet of the drainage unless a bermed and lined refueling area is constructed and hazardous material absorbent pads are available in the event of a spill.
- F. Appropriate erosion-control measures (e.g., fiber rolls, filter fences) will be used on site to reduce siltation and runoff of contaminants into the drainage. Filter fences and mesh will be of material that will not entrap reptiles and amphibians.
- G. Fiber rolls used for erosion control will be certified as free of noxious weed seed.

Implementing Action:	COA
Timing of Verification:	<p>Prior to submittal of a building permit;</p> <p>Prior to CDD approval of construction plans for a building permit; and</p> <p>Prior to and during construction.</p>

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Responsible Department, Agency, or Party:	Project proponent, project biologist, CDD, HCP, other State Agencies (if applicable), and Building Inspection.
Compliance Verification:	Submittal of necessary for CDD and HCP review; Any necessary construction notes and plans required by project biologist and HCP on construction plans for CDD review; As-built photos of installed materials and fencing required under MM BIO-7 prior to building permit issuance; and Implementation of approved biologist mitigation measures with project biologist and Building Inspection oversight before and during construction.
<b>Potential Impact 3:</b> Based on the results of the approved PSR, the proposed project has the potential to result in impacts to biological resources. Coverage must be obtained through the HCP/NCCP to ensure the <b>Mitigation Measures BIO-1 through BIO-7</b> are properly executed.	
<b>Mitigation Measure BIO-8:</b> Evidence shall be provided to the Department of Conservation and Development, Community Development Division (CDD) that HCP/NCCP coverage has been obtained prior to issuance of a building permit.	
Implementing Action:	COA
Timing of Verification:	Prior to issuance of a building permit; and Prior to and during construction.
Responsible Department, Agency, or Party:	Project proponent, project biologist, CDD, HCP, other State Agencies (if applicable), and Building Inspection.
Compliance Verification:	Submittal of necessary for CDD and HCP review; Any necessary construction notes and plans required by project biologist and HCP on construction plans for CDD review; and Implementation of approved biologist mitigation measures with project biologist and Building Inspection oversight before and during construction.

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## SECTION 5: CULTURAL RESOURCES (CUL)

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

**Mitigation Measure CUL-1:** The following Mitigation Measures shall be implemented during project related ground disturbance, and shall be included on all construction plans:

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

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

Implementing Action:

COA

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Timing of Verification:	Prior to CDD approval of construction plans for a building permit; and During construction.
Responsible Department, Agency, or Party:	Project proponent, project archeologist (if applicable), CDD, and Building Inspection.
Compliance Verification:	Include MM CUL-1 language on construction plans for CDD review; Implementation with oversight of Building Inspection during construction; and Submittal of archaeologist report, in the event of a find, for CDD review.

## SECTION 7: GEOLOGY AND SOILS (GEO)

**Potential Impact 1:** Similar to archaeological resources, there is a possibility that buried fossils and other paleontological resources could be present and accidental discovery could occur. If during project construction, subsurface construction activities damaged previously undiscovered historic and prehistoric resources, there could be a potentially significant impact.

See **Mitigation Measure CUL-1**.

## SECTION 13: NOISE (NOI)

**Potential Impacts 1 and 2:** Construction activities may increase noise exposure on adjacent properties. Therefore, although temporary in duration, the construction activities of the proposed project have the potential for generating noise levels in excess of standards provided within the Noise Element of the County General Plan. To reduce the potential construction noise impacts on adjacent properties and sensitive receptors, the construction contractors will be required to implement the following mitigation measures throughout the construction phase of the project.

**Mitigation Measure NOI-1:** The following shall be implemented during project construction and shall be present on the site plan for building permit(s) as construction notes:

- A. Unless specifically approved otherwise via prior authorization from the Zoning Administrator, all construction activities shall be limited to the hours of 8:00 A.M. to 5:00 P.M., Monday through Friday, and are prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:
  - New Year's Day (State and Federal)
  - Birthday of Martin Luther King, Jr. (State and Federal)
  - Washington's Birthday (Federal)
  - Lincoln's Birthday (State)
  - President's Day (State)
  - Cesar Chavez Day (State)

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Memorial Day (State and Federal)  
 Juneteenth National Independence Holiday (Federal)  
 Independence Day (State and Federal)  
 Labor Day (State and Federal)  
 Columbus Day (Federal)  
 Veterans Day (State and Federal)  
 Thanksgiving Day (State and Federal)  
 Day after Thanksgiving (State)  
 Christmas Day (State and Federal)  
 For information on the actual days and dates that these holidays occur, please visit the following websites:

Federal: <http://www.federalreserve.gov/aboutthefed/k8.htm>

State: <http://www.sos.ca.gov/holidays.htm>

- B. The site shall be maintained in an orderly fashion. Following the cessation of construction activity, all construction debris shall be removed from the site.
- C. The project sponsor shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors and concrete pumps as far away from sensitive receptors as possible.
- D. The applicant shall make a good-faith effort to avoid interference with existing neighborhood traffic flows.
- E. Transporting of heavy equipment and trucks shall be limited to the hours of 9:00 A.M. to 4:00 P.M., Monday through Friday, and is prohibited on state and federal holidays.
- F. Unnecessary idling of internal combustion engines is prohibited.

**Mitigation Measure NOI-2:** Impact tools (e.g. jack hammers, pavement breakers) used for project construction shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed-air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed-air exhaust shall be used. External jackets on the tools shall be used where feasible. In addition, quieter methods such as using drills rather than impact equipment shall be used whenever feasible.

Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction plans for a building permit; and During construction.
Responsible Department, Agency, or Party:	Project proponent, CDD, and Building Inspection.
Compliance Verification:	Include MMs NOI-1 and NOI-2 language on construction plans for CDD review; and

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	Implementation with oversight of Building Inspection during construction.
<b>SECTION 21: MANDATORY FINDINGS OF SIGNIFICANCE</b>	
<p><b>Potential Impact:</b> As discussed in individual sections of this MMRP, the project to establish the site as a contractor's yard for the Bigge Crane company may impact the quality of the environment (Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, and Noise).</p>	
<p><b>Mitigation Measures:</b> 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 MMRP.</p>	

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