

Bridle Gate Project

SCH# 2022120683

Final Revised Environmental Impact Report

Prepared for
The City of Brentwood



August 2023

Prepared by



Bridle Gate Project Final Revised Environmental Impact Report

SCH# 2022120683

Lead Agency

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1. Introduction, Description of Project Changes, and List of Commenters

1. INTRODUCTION, DESCRIPTION OF PROJECT CHANGES, AND LIST OF COMMENTERS

1.1 INTRODUCTION

This Final Revised Environmental Impact Report (REIR) contains comments received during the public review period of the Bridle Gate Project Draft REIR. This document has been prepared by the City of Brentwood, as Lead Agency, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines, Section 15132. The Introduction, Description of Project Changes, and List of Commenters chapter of the Final REIR discusses the background of the Draft REIR, including a summary of changes that have occurred since the Draft REIR was released, and the purpose of the Final REIR, and provides an overview of the Final REIR's organization.

1.2 BACKGROUND

Prior proposed projects on the Bridle Gate site have been proposed and evaluated in past environmental documents. On June 6, 2006, the City of Brentwood Planning Commission approved the first version of the Bridle Gate project. Concurrently with that approval, an Initial Study/Mitigated Negative Declaration was adopted, which identified that all impacts resulting from that project could be reduced to a less-than-significant level with implementation of mitigation measures. The project never moved forward and the approved Tentative Subdivision Map ultimately expired.

A revised version of the Bridle Gate Project was later proposed (the 2020 Bridle Gate Project), and, due to substantial changes to the project, an EIR was prepared in 2020. The project components analyzed in the 2020 EIR included the development of 252 single-family residences and the dedication of two parcels to the City of Brentwood for use as public parks. The project also included an 11.35-acre parcel to be sold to the Brentwood Union School District for development as an elementary school or, alternatively in the event the school construction did not proceed, development of an additional 63 single-family residences, which would have resulted in 315 residential units. As of the date the Planning Commission considered the proposed project, the project also included future development of a 258-unit apartment complex, as well as one parcel designated for future Regional Commercial development, which were analyzed as part of the 2020 EIR. However, subsequent to the Planning Commission hearing on the proposed project, the applicant notified the City that it wished to modify the project to no longer include the 258-unit apartment complex and formally amended the application for the 2020 Bridle Gate Project. The City Council denied the modified project on March 9, 2021, and the EIR was not certified.

A third application for the project site was submitted to the City of Brentwood in late 2021 and was deemed complete in June 2022. The project components, which are described in the Draft REIR, have been altered from those proposed in 2020. The City determined that an REIR would be the appropriate CEQA document for the current version of the Bridle Gate Project, as revisions to the 2020 EIR would be necessary to evaluate the revised project.

The Draft REIR identified the proposed project's potential impacts and the mitigation measures that would be required to be implemented. The environmental analysis chapters contained in the Bridle



Gate Project Draft REIR include Air Quality, Greenhouse Gas Emissions, and Energy; Biological Resources; Hazards and Hazardous Materials; Noise; and Transportation. The remaining environmental issue areas identified by Appendix G of the CEQA Guidelines are addressed in the Initial Study prepared for the proposed project and included as Appendix C of the Bridle Gate Project Draft REIR.

In accordance with CEQA, the City of Brentwood used the following methods to solicit public input on the Draft REIR:

- Notice of Preparation (NOP) for the Draft REIR was released for a 30-day public review period from December 29, 2022 to January 30, 2023.
- A public scoping meeting was held on January 17, 2023 to solicit public comments regarding the scope of the Draft REIR. The NOP comment letters are included as Appendix B to the Draft REIR.
- On May 26, 2023, the Draft REIR was submitted to the State Clearinghouse for distribution to state agencies, resulting in a 45-day public review period from May 26, 2023 to July 10, 2023.
- On May 26, 2023, a Notice of Availability (NOA) of the Draft REIR was posted to the City's website, and mailed to local agencies and interested members of the public.
- The Draft REIR was made available for review on the City's website at <https://www.brentwoodca.gov/government/community-development/planning/ceqa-documents>

All public comments received on the Draft REIR are listed in this chapter, and written responses to comments are included in Chapter 2, Response to Comments, as discussed in more detail in Section 1.8 of this chapter.

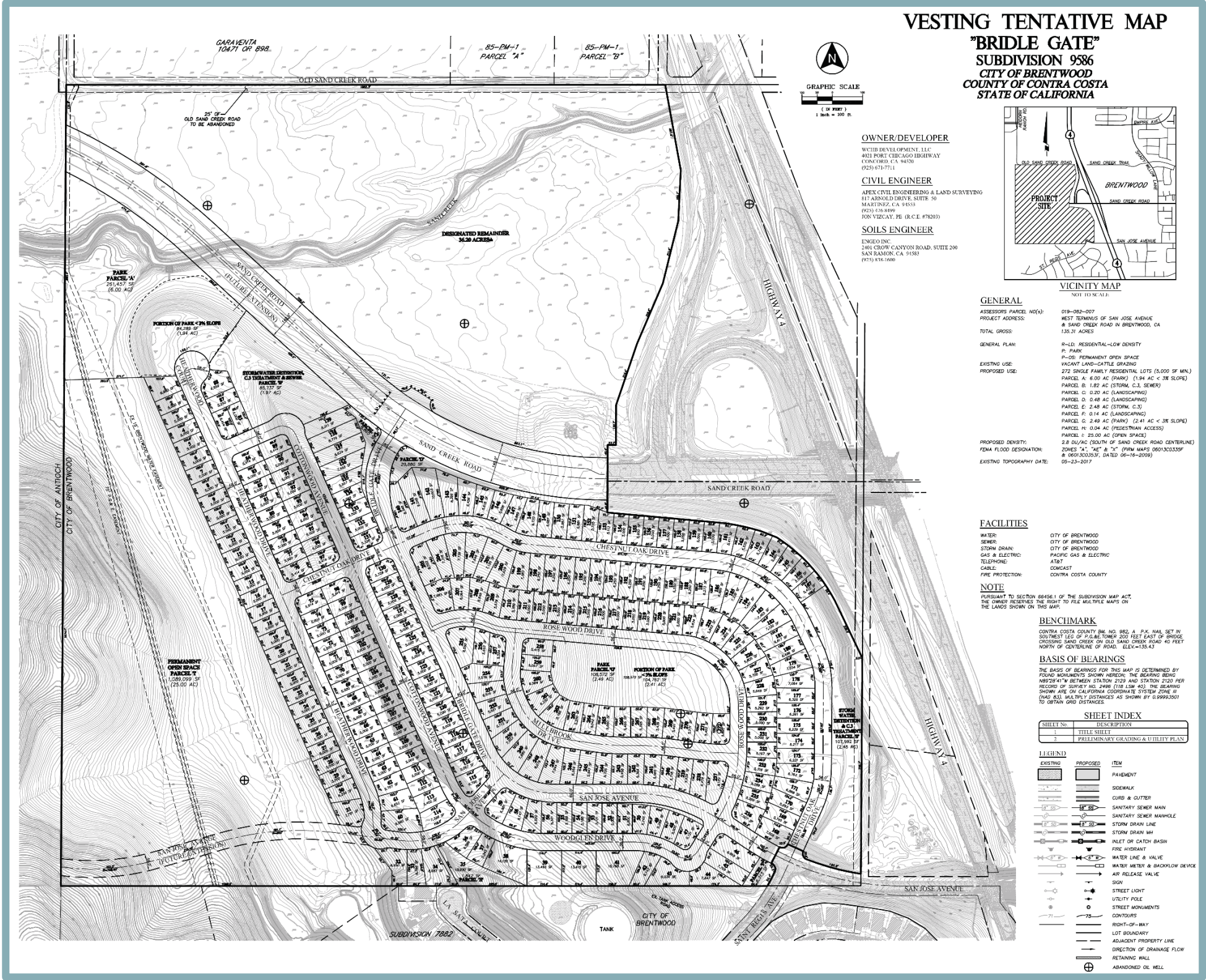
1.3 DESCRIPTION OF PROJECT CHANGES

Since release of the Draft REIR, the applicant has provided a revised tentative map to comply with the applicable development standards for PD-36, Subarea C, which are set forth in BMC section 17.486.004, including a minimum lot size of 5,000 sf. This resulted in a reduction in the number of lots from 286 to 272, and remains consistent with the General Plan designation (see Figure 1-1).

In addition, as shown on Figure 1-1, Millbrook Court, which was previously located east of Park Parcel G was reconfigured such that the cul-de-sac has now been extended and the roadway has been renamed Millbrook Drive, which would connect to Rosewood Drive to the north and to the east. Due to the reconfiguration of Millbrook Drive, Park Parcel G has been reduced from 3.39 acres to 2.49 acres. In addition, the lots surrounding Park Parcel G were moved to be located north of Millbrook Drive and south of the park.



Figure 1-1
Revised Vesting Tentative Map



Pursuant to CEQA Guidelines Section 15088.5(a), a lead agency is required to recirculate a Draft EIR if “significant new information” is added after the Draft EIR is circulated but before certification. Significant new information is defined as information that changes the Draft EIR “...in a way that deprives the public of a meaningful opportunity to comment on...” a significant impact, a feasible way to mitigate an impact, or a feasible way to avoid an impact. The following identifies circumstances that would be considered “significant new information” that would trigger recirculation:

- Information that shows a new significant impact;
- Information that shows an increase in the severity of an impact (unless mitigation measures are identified to reduce it to acceptable levels);
- Information that identifies a feasible new alternative or mitigation measure considerably different from other analyzed alternatives or mitigation measures that would clearly lessen project impacts and the applicant declines to implement the measure; and/or
- Information that demonstrates that the Draft EIR was fundamentally flawed, basically inadequate, and conclusory in nature, thus, precluding meaningful public review and comment.

Pursuant to CEQA Guidelines Section 15088.5(b), recirculation is not required if the information added to an EIR merely clarifies, amplifies, or makes insignificant modifications. The aforementioned project revisions do not fall into any of the four circumstances identified by CEQA as triggering recirculation. The reduction in units and reconfiguration of Millbrook Drive and Park Parcel G do not change the disturbance area of the proposed project, and, thus, do not cause the proposed project to result in new significant impacts or substantially more severe impacts beyond what were identified with respect to biological resources, hazards and hazardous materials, or noise, in the Draft REIR. Additionally, impacts identified with respect to air quality, greenhouse gas emissions, and energy in the Draft REIR would be reduced as the number of residential units is reduced.

As discussed above, the reduced number of proposed residential units would still be consistent with the project site’s General Plan land use designation. Furthermore, the reconfiguration of the project site, specifically Millbrook Drive, would implement the requirements of Mitigation Measure 4.5-3, which was required to address potential impacts related to Vehicle Miles Traveled (VMT). Thus, new or more severe impacts would not occur. The Mitigation Monitoring and Reporting Program shall be updated accordingly. In addition, Chapter 16.150 of the City’s Municipal Code specifies that subdivision projects including more than fifty parcels are required to dedicate 0.0160 acre of land per dwelling unit for park purposes; therefore, the revised project would be required to provide at least 4.35 acres of parkland (272 residential units x 0.0160 acre of parkland). As part of the proposed project, a total of 8.49 acres of land located within the project site would be dedicated to the City of Brentwood for use as public parks. As such, the revised project would include an amount of parkland for the estimated number of residents in compliance with the City’s parkland dedication requirements consistent with the Draft REIR (see page 5-8). Therefore, the project revisions do not necessitate new alternatives or mitigation measures considerably different from those presented in the Draft REIR that would clearly diminish the severity of identified impacts and that the project applicant would decline to implement.

Overall, the aforementioned changes to the project would not alter the conclusions within the Draft REIR. As such, recirculation of the Draft EIR is not required.



1.4 PURPOSE OF THE FINAL REIR

Pursuant to CEQA Guidelines Section 15132, this Final REIR consists of the following:

1. Comments received on the Draft REIR (Chapter 2 of this Final REIR);
2. Revisions to the Draft REIR (Chapter 3 of this Final REIR);
3. A list of persons, organizations, and public agencies commenting on the Draft REIR (included as Section 1.4 of this chapter); and
4. Any other information added by the Lead Agency.

Although CEQA requires responses for “significant environmental issues” only, the City has provided responses to all comments that address the adequacy of the Draft REIR.

1.5 LIST OF COMMENTERS

The City of Brentwood received 53 comment letters during the public comment period on the Draft REIR for the proposed project. The comment letters are organized by agencies and members of the public and are presented in alphabetical order.

Agencies

Letter 1 California Department of Transportation
Letter 2 Contra Costa County Flood Control and Water Conservation District
Letter 3 Contra Costa Water District

Members of the Public

Letter 4 Alok Srivastava
Letter 5 Andria
Letter 6 Andy Kanyuh
Letter 7 Angela and Craig Melissare
Letter 8 Annette Mears
Letter 9 Antonio Xavier
Letter 10 Bharti Salian
Letter 11 Charles and Leila Chinn
Letter 12 Chauncey Robinson
Letter 13 Chetan Salian
Letter 14 Cindy Williamson
Letter 15 Cyndi Beck
Letter 16 Dan Icenogle
Letter 17 Dan McDonald
Letter 18 David Jolivet
Letter 19 Desirae Feria
Letter 20 Diana and Richard Harris
Letter 21 Ed Tirnetta
Letter 22 Edward Zeidan
Letter 23 Geri Heagle
Letter 24 Greg Parrish
Letter 25 James Policastro
Letter 26 Jessica M. Youngman
Letter 27 Jim Halter
Letter 28 Jodi Podesta



Letter 29.....	Jorge Lopez
Letter 30.....	Joshua Cannon
Letter 31.....	Karan Mehindro
Letter 32.....	Karen Steiber
Letter 33.....	Ken Hendrix
Letter 34.....	Larry
Letter 35.....	Leslie Stanley
Letter 36.....	Linda Nakaji
Letter 37.....	Lori Cook
Letter 38.....	Marianne Marsano
Letter 39.....	Mo Ehsan
Letter 40.....	Nichele Garber
Letter 41.....	Nicole Hennessey
Letter 42.....	Pete Andrea
Letter 43.....	Richard Hall
Letter 44.....	Robert Leuer
Letter 45.....	Rosemary Wallpe
Letter 46.....	Sarah Quiambao
Letter 47.....	Scott Hill
Letter 48.....	Shannon Huovinen
Letter 49.....	Susan Harper
Letter 50.....	Tess and Peter Ting-Padar
Letter 51.....	Tony Lee
Letter 52.....	Toran Hansen
Letter 53.....	Treesha Medeiros

1.6 LIST OF LATE COMMENTERS

In addition to the above comment letters, the City of Brentwood received the following comment letter after the close of the Draft REIR comment period.

Letter 54..... Alex Kwok

1.7 CERTIFICATION OF THE FINAL REIR

State law requires that the City make several types of CEQA “findings” at the time of final action on the project. Findings describe the conclusions reached regarding particular issues, including specific evidence in support of those conclusions. The Final EIR typically provides much of the substantial evidence to support these findings. The required findings for the project are as follows:

- Certification of the Final REIR (CEQA Guidelines Section 15090) – These findings support the adequacy of the Final REIR for decision-making purposes. The Lead Agency must make the following three determinations in certifying a Final REIR:
 1. The Final REIR has been completed in compliance with CEQA.
 2. The Final REIR was presented to the decision-making body of the Lead Agency, and the decision-making body reviewed and considered the information in the Final REIR prior to approving the project.
 3. The Final REIR reflects the Lead Agency’s independent judgment and analysis.



- Findings Regarding Significant Impacts and Project Alternatives (CEQA Guidelines Section 15091) – These findings explain how the City chose to address each identified significant impact, including the mitigation measures adopted or an explanation of why such measures are infeasible. A discussion of the feasibility of project alternatives is also required by this section (see also CEQA Guidelines Section 15126.6[f]).

Pursuant to CEQA Guidelines, Section 15093(b), when a Lead Agency approves a project that would result in significant unavoidable impacts, the agency must state in writing the reasons supporting the action (Statement of Overriding Considerations). The Statement of Overriding Considerations shall be supported by substantial evidence. The Bridle Gate Project would not result in any significant and unavoidable impacts. Thus, a Statement of Overriding Considerations would not be required if the project is approved.

1.8 ORGANIZATION OF THE FINAL REIR

The Final REIR is organized into the following four chapters.

1. Introduction and List of Commenters

Chapter 1 provides an introduction and overview of the document, describes changes to the project, describes the background of the Draft REIR and the purposes of the Final REIR, provides a list of commenters, and describes the organization of the Final REIR.

2. Responses to Comments

Chapter 2 presents the comment letters received, and responses to each comment. Each comment letter received has been numbered at the top and bracketed to indicate how the letter has been divided into individual comments. Each comment is given a number with the letter number appearing first, followed by the comment number. For example, the first comment in Letter 1 would have the following format: 1-1. The response to each comment will reference the comment number. Many of the commenters raised similar concerns. Rather than responding individually, the City of Brentwood has prepared master responses to address these comments comprehensively. A reference to the master response is provided, where relevant, in responses to individual comments. Master Response 1 is referenced as MR-1, and Master Response 2 is referenced as MR-2.

3. Revisions to the Draft REIR Text

Chapter 3 summarizes changes made to the Draft REIR text including clarifications, modifications, and amplifications of the analysis. Section 15088.5 of the State CEQA Guidelines states that a lead agency is required to recirculate a Draft EIR when “significant new information” is added to the document after public notice is given of the availability of the Draft EIR for public review under Section 15087 but before certification. Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR. The modifications to the Draft REIR identified in Chapter 3 have been examined with these requirements and obligations in mind. The City has determined that the provisions of Section 15088.5 of the CEQA Guidelines are not triggered and recirculation of this EIR is not required. A more detailed description of this determination will be included in the CEQA Findings of Fact described above.

4. Mitigation Monitoring and Reporting Program

CEQA Guidelines Section 15097 requires lead agencies to adopt a program for monitoring the



mitigation measures required to avoid the significant environmental impacts of a project. The intent of the Mitigation Monitoring and Reporting Program (MMRP) is to ensure implementation of the mitigation measures identified within the REIR for the Bridle Gate Project.



2. Responses to Comments

2. RESPONSES TO COMMENTS

2.1 INTRODUCTION

The Responses to Comments chapter contains responses to each of the comment letters received during the Bridle Gate Project (proposed project) Draft REIR public review period.

2.2 MASTER RESPONSES

Many of the commenters raised similar concerns. Rather than responding individually, the City of Brentwood has prepared master responses to address these comments comprehensively. A reference to the master response is provided, where relevant, in responses to individual comments. Master Response 1 is referenced as MR-1, and Master Response 2 is referenced as MR-2.

Summary of Master Responses

The following is a summary of the master responses provided below:

- Master Response 1: Issues Not Covered Under CEQA
- Master Response 2: Transportation and Circulation

Master Response 1: Issues not Covered Under CEQA

Several commenters raised concerns related to components of the proposed project that do not address environmental impacts subject to CEQA review, or they did not specifically address the adequacy of the Draft REIR. Section 15088(a) of the CEQA Guidelines directs that lead agencies must prepare written responses to those comments received during the Draft REIR comment period that raise “significant environmental issues.” The City is not required to respond to comments on non-CEQA issues or to respond to late comments as part of this Response to Comments.

Therefore, where a comment provides the opinion, preference, or observation of the commenter (e.g., opinions on the merits of the project that are unrelated to its environmental impacts), this is acknowledged for the record, and further response is not provided in this Responses to Comments chapter. All comments will, however, be included in the record and considered by the City’s decision-makers throughout the review and decision-making process.

Master Response 2: Transportation and Circulation

Several commenters raised concerns related to the transportation and circulation analysis, including the congestion of roadways in the vicinity of the project site, the methods employed in evaluating transportation-related impacts under CEQA, traffic volumes, vehicle cut-through, and the lack of mitigation measures prepared to address potentially increased traffic.

Some commenters expressed concerns regarding the potential project-related increase in roadway congestion and traffic volumes, which relate to roadway Level of Service (LOS). LOS is a general measure of traffic operating conditions whereby a letter grade, from A to F, is assigned.



However, LOS, which is related to automobile delay, is no longer a measure of environmental significance under CEQA.

Previously, many lead agencies used LOS to assess the significance of transportation impacts pursuant to CEQA. However, in 2013, the State Legislature passed Senate Bill (SB) 743 which, among other things, generally eliminated reliance on LOS as a basis for environmental analysis of transportation and circulation impacts under CEQA. Pursuant to SB 743, in late 2018, the Natural Resources Agency promulgated CEQA Guidelines Section 15064.3, which went into effect in early 2019. Subdivision (a) of Section 15064.3 provides that “[g]enerally, vehicle miles traveled is the most appropriate measure of transportation impacts.” Therefore, pursuant to CEQA Guidelines Section 15064.3, a project’s effect on automobile delay, namely LOS, does not constitute a significant environmental transportation or circulation impact under CEQA. Consistent with state law, the Draft REIR does not utilize LOS for determination of transportation or circulation impact significance.

Many commenters state opposition to the proposed St. Regis Avenue and San Jose Avenue access point to limit cut-through traffic. However, as shown in Figure CIR-1, Circulation Diagram, the General Plan anticipated the extension of San Jose Avenue from the intersection with St. Regis Avenue as a means to connect to Sand Creek Road through the project site. As such, the proposed access point is consistent with what was anticipated and analyzed in the General Plan EIR. In addition, the General Plan includes policies to meet the goal of providing a transportation system that facilitates the efficient movement of people and goods within and through the City. Pursuant to Policy CIR 1-12, the General Plan provides for maintaining and improving critical transportation facilities for emergency vehicle access and emergency evacuation needs. The connection of St. Regis Avenue and San Jose Avenue would be consistent with the aforementioned policy, and thus, serves to further the City’s efforts in meeting in General Plan goals.

Some commenters raise concerns regarding the proposed extension of Sand Creek Road towards Heidorn Ranch Road to the northwest. Commenters noted that the proposed extension is longer than the current route towards the northwest than the existing route through the Shadow Lakes community. While the proposed extension may be longer, it would allow for additional roadway connections providing motorists more route options and increasing the roadway network efficiency as compared to current conditions.

Several commenters expressed concerns regarding safety associated with project-related trips in the existing roadways in the vicinity of the project site. Generally, safety of operation of the City’s roadway network is regularly monitored by the City Public Works Department. Addressing existing issues such as speeding and vehicle cut-through is outside the scope of the Draft REIR. It should be noted that the Draft REIR does address safety related to hazardous road design due to geometric design features, incompatible uses, and emergency access. Impacts in this regard were found to be less than significant (Draft REIR pages 4.5-18 and -19).

Many commenters state that the Draft REIR estimated that only 17 daily trips exiting the Bridle Gate development would leave the site at the St. Regis Avenue and San Jose Avenue intersection. That is not correct. The assertion that 17 additional trips will be generated from the project at the noted intersection seems to be drawn from the 2020 Traffic Impact Study, Figure 5-7, which shows the PM peak hour southbound through volume at the St. Regis Avenue and San Jose Avenue intersection under the Development Scenario 2. The cited 17 this figure only



accounts for the through volume in the PM peak hour, and not total daily volume. Further, development Scenario 2 is the incorrect scenario relevant to the proposed project, as it includes the development of a K-5 Elementary School, which is not a component of the proposed project. As detailed in the Traffic Impact Study (included as Appendix I of the Draft REIR), the correct estimated volume at the St. Regis Avenue and San Jose Avenue relevant to the proposed project is 59 vehicles in the AM peak hour and 177 vehicles in the PM peak hour.

As detailed on page 4.5-13 of the Draft REIR, the proposed project would result in a total of 2,697 daily trips with 200 trips expected in the AM peak hour and 269 trips generated during the PM peak hour. Nonetheless, according to the 2020 Traffic Impact Study, even under cumulative scenarios, the LOS at the San Jose Avenue/ St. Regis Avenue intersection under Development Scenario 1 would remain acceptable and would not result in a significant impact. Even so, subsequent to CEQA amendments, LOS-based effects no longer constitute transportation impact effects and mitigation measures are not warranted or required within the scope of the Draft REIR. Consistent with the CEQA Guidelines, VMT is the primary metric used to identify transportation impacts to roadway systems within the Draft REIR.

As detailed on pages 4.5-17 and 18 of the Draft REIR, the results of the VMT analysis indicate that the proposed project would contribute to a reduction in VMT per resident as compared to the City average. The proposed project would allow for an increase in density, which then allows for a decrease in VMT. However, the reduction is not sufficient to reduce project VMT to below the applicable threshold of significance. As such, because the proposed project would generate VMT that exceeds the applicable threshold, the project would conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and a significant impact could occur. However, implementation of MM 4.5-3 would reduce the potential transportation impact to a less-than-significant level. Compliance with MM 4.5-3 would ensure that the proposed tentative map shall be revised to include an additional full intersection to achieve a project-wide intersection density of 61.5.

2.3 RESPONSES TO COMMENTS

Each bracketed comment letter is followed by numbered responses to each bracketed comment. The responses amplify or clarify information provided in the Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project that are unrelated to its environmental impacts) are referred to MR-1 and noted for the record. Where revisions to the Draft EIR text are required in response to the comments, such revisions are noted in the response to the comment, and are also listed in Chapter 3, Revisions to the Draft EIR Text, of this Final EIR. All new text is shown as double underlined and deleted text is shown as ~~struck through~~.



Letter 1

CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
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July 10, 2023

SCH #: 2022120683
GTS #: 04-CC-2017-00700
GTS ID: 6863
Co/Rt/Pm: CC/4/R34.162

Erik Nolthenius, Planning Manager
City of Brentwood
150 City Park Way
Brentwood, CA 94513

Re: Bridle Gate Project – Draft Environmental Impact Report (DEIR)

Dear Erik Nolthenius:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Bridle Gate Project. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the June 2023 DEIR.

1-1

Project Understanding

The proposed project would include subdivision of the site to construct 252 single-family homes and a 258-unit apartment complex. An 11.35-acre parcel would be sold to the Brentwood Union School District for development of an elementary school. Additionally, two parcels totaling 4.3 acres would be dedicated to the City of Brentwood for use as a public park. Lastly, future build-out of the RC-designated parcels is assumed to include approximately 199,940 square feet of commercial development. The project site is directly adjacent to State Route (SR)-4.

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Letter 1 Cont'd.

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- Travel Demand Analysis**
With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).
- 1-2** Caltrans commends the Lead Agency in developing mitigation strategies to reduce resident and guest VMT, therefore working towards meeting the state's goal of a 15-percent reduction. This project would add an intersection to achieve the desired intersection density to reduce VMT impact to a less-than-significant level. This proposed mitigation measure should be documented with annual monitoring reports to demonstrate effectiveness.
- 1-3** Also, for Appendix I – Traffic Impact Study, the traffic analysis for cumulative future should be analyzed at a minimum of 20 years in the future. This project analyzed future cumulative traffic for 2040. Please update analysis for traffic in 2045.
- Transportation Safety Analysis**
Per the Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance ([link](#)), Caltrans has analyzed the existing data to conduct a safety review for this project area. The Lead Agency and/or applicant may use this information to identify and recommend appropriate safety mitigation measures for potential project-related impact in vehicular, pedestrian and bicycle use. Please see detailed information in the attached report.
- 1-4**
- Cultural Resources**
There are multiple known archaeological, historic and built resources within the vicinity of the project area. Please follow CEQA Guidelines Section 15064.5 (c) to determine if any archaeological resources are present within the project area and determine their treatment.
- 1-5**
- Landscape Architecture**
The primary visual concerns associated with the proposed project involves the preservation of the surrounding naturalized grassy hillsides along this Eligible State Scenic Highway corridor and preserving views to distant hills. To achieve this, consideration will be made for plant material type and layout and building aesthetic treatment and orientation that complements the quality and character of existing surrounding conditions and building materials as appropriate. Screening vegetation shall comply with all Caltrans setbacks. Consideration will be made for the city's design guidelines regarding visual impacts as well.
- 1-6**

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Letter 1 Cont'd.

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<p>1-6 cont'd</p>	<p>Review of the project site, photographs, plans and other documents indicate that the project would not result in any potentially negative visual impacts to the visual environment if the avoidance/minimization measures referenced above are implemented. The project elements will not substantially affect the appearance of the highway corridor and will be visually consistent with the character of the surrounding area.</p> <p>It is anticipated that the project will not adversely affect any Designated Scenic Resource as defined by CEQA statutes or guidelines, or by Caltrans' policy. Existing vegetation removal is expected to be minimal, and no adverse visual impacts are anticipated. If, as the project progresses, it is determined that additional visual impacts will occur (additional planting removal, additional concrete work visible to the public, etc.), the level of visual impact will need to be reassessed.</p>
<p>1-7</p>	<p>Fair Share Contribution</p> <p>The Traffic Impact Study states that the applicant will pay a fair share contribution to the new SR-4/Balfour Road interchange project to mitigate the traffic impact. We also encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. Caltrans welcomes the opportunity to work with the city and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.</p> <p>As the Lead Agency, the City of Brentwood is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN). The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.</p>
<p>1-8</p>	<p>Construction-Related Impacts</p> <p>Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (link).</p> <p>Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.</p>

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Letter 1 Cont'd.

1-9

Equitable Access

If any Caltrans facilities are impacted by the project, those facilities must meet American Disabilities Act (ADA) Standards after project completion. As well, the project must maintain bicycle and pedestrian access during construction. These access considerations support Caltrans' equity mission to provide a safe, sustainable, and equitable transportation network for all users.

1-10

Encroachment Permit

Please be advised that any permanent work or temporary traffic control that encroaches onto Caltrans' ROW requires a Caltrans-issued encroachment permit. As part of the encroachment permit submittal process, you may be asked by the Office of Encroachment Permits to submit a completed encroachment permit application package, digital set of plans clearly delineating Caltrans' ROW, digital copy of signed, dated and stamped (include stamp expiration date) traffic control plans, this comment letter, your response to the comment letter, and where applicable, the following items: new or amended Maintenance Agreement (MA), approved Design Standard Decision Document (DSDD), approved encroachment exception request, and/or airspace lease agreement. Your application package may be emailed to D4Permits@dot.ca.gov.

To obtain information about the most current encroachment permit process and to download the permit application, please visit Caltrans Encroachment Permits ([link](#)).

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Katie Pratt, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Acting District Branch Chief
Local Development Review

c: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"



Letter 1 Cont'd.

N232-0180IR
04-CC-4 PM R33.97/R34.29
LDIGR- Crash Data Analysis

**Traffic Accident Surveillance and Analysis System (TASAS)
Crash Data Analysis**

The data provided is protected by 23 U.S.C. § 407, and the data shall not be subject to discovery, nor admitted as evidence in any applicable legal proceeding against the State of California. The State of California, Department of Transportation does not, by allowing the release of this information waive any rights it has under 23 U.S.C. § 407.

LOCATION: The proposed project (Bridle Gate Residential Project) consists of 286 single family residential lots to be constructed in the southwest quadrant of Highway 4 and Sand Creek Road, with parcels for parks, open space, and designated remainder within a gross area of approximately 135 acres. The project site is currently vacant and is being used for grazing.

The Table B report identified in Table 1 was generated on June 14, 2023, and it depicts collision rates per million vehicle miles for the most recent 36-months period from Oct 1, 2019, to Sep 30, 2022, from the Traffic Accident Surveillance and Analysis System (TASAS).

TABLE 1

TASAS Table B Crash Rates (Oct 1, 2019 – Sep 30, 2022)

Segment	TOTAL No. of Crashes	ACTUAL Rates (per million vehicle miles)			AVERAGE Rates (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾	Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾
1-1 CC-4-Eastbound PM R33.97/R34.29	3	0.00	0.06	0.18	0.01	0.22	0.61
1-2 CC-4-Westbound PM R34.29/M34.61	6	0.00	0.23	0.46	0.01	0.22	0.61

Table 1

TASAS Table B Collision Rates (Oct 1, 2019- Oct 30, 2022)

(1) All reported collisions (includes Property Damage Only (PDO) Collisions)

Table 1-1 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022)) summarizes and compares the actual collision rates correction (Less than ½ mile) for the Eastbound segment between PM R33.97 to R34.29 to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.



Letter 1 Cont'd.

N232-0180IR
04-CC-4 PM R33.97/R34.29
LDIGR- Crash Data Analysis

CC 4 Eastbound PM R33.97 / R34.29

Analysis of the TASAS Table B records shows a total of 3 collisions at CC-4 EB PM R33.97/R34.29 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 1 (33.3%) Improper Turn
- 1 (33%) Speeding
- 1 (33.3%) Other Violations

The types of collision included:

- 1 (33.3%) Hit Object
- 1 (33.3%) Rear End
- 1 (33.3%) Sideswipe

Table 1-2 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022)) summarizes and compares the actual collision rates for the Westbound segment between PM R34.29 to M34.61 to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.

CC 4 Westbound PM R34.29/ M34.61

Analysis of the TASAS Table B records shows a total of 6 collisions at CC-4 WB PM R34.29/M34.61 and study periods summarized above, with a total rate of fatal and injury related collisions that is above the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 2 (33.3%) Improper Turn
- 2 (33%) Speeding
- 2 (33.3%) Other Violations

The types of collision included:

- 3 (50%) Sideswipe
- 2 (33.3%) Broadside
- 1 (16.7%) Rear End



Letter 1 Cont'd.

N232-0180IR
04-CC-4 PM R33.97/R34.29
LDIGR- Crash Data Analysis

The Table B report identified in Table 2 was generated on June 14, 2023, and it depicts collision rates per million vehicle miles for the most recent 36-months period from Oct 1, 2019, to Sep 30, 2022 from the Traffic Accident Surveillance and Analysis System (TASAS).

TABLE 2
TASAS Table B Crash Rates (Oct 1, 2019 – Sep 30, 2022)

Ramp	TOTAL No. of Crashes	ACTUAL Rates (per million vehicle miles)			AVERAGE Rates (per million vehicle miles)		
		Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾	Fatal Crashes	Fatal + Injury Crashes	Total ⁽¹⁾
2-1 Eastbound Off-ramp To Sand Creek RD PM R34.019	4	0.00	0.14	0.27	0.009	0.48	1.31
2-2 Eastbound On-ramp From Sand Creek RD PM R34.179	0	0.0	0.00	0.00	0.014	0.28	0.80
2-3 Westbound On-ramp From Sand Creek RD PM R34.085	2	0.00	0.07	0.14	0.005	0.22	0.63
2-4 Westbound Off-ramp To Sand Creek RD PM M34.449	1	0.00	0.34	0.34	0.009	0.48	1.31

Table 2
TASAS Table B Collision Rates (Oct 1, 2019- Oct 30, 2022)

(2) All reported collisions (includes Property Damage Only (PDO) Collisions)

Table 2 (TASAS Table B Collision Rates (Oct 1, 2019 – Sep 30, 2022)) summarizes and compares the actual collision rates for the EB On/Off-ramp & WB On/Off-ramp to the average rates for similar facilities throughout the State. The Total collision rates include all reported collisions: Fatal, Injury, and Property Damage.



Letter 1 Cont'd.

N232-0180IR
04-CC-4 PM R33.97/R34.29
LDIGR- Crash Data Analysis

Table 2-1 CC 4 EB OFF-RAMP TO SAND CREEK RD PM R34.019

Analysis of the TASAS Table B records shows a total of 4 collisions at the EB off-ramp to Sand Creek RD PM R34.019 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 2 (50%) Improper Turn
- 1 (25%) Speeding
- 1 (25%) Other Violations

The types of collision included:

- 3 (75%) Hit Object
- 1 (25%) Rear End

Table 2-2 CC 4 EB ON-RAMP TO SAND CREEK RD PM R34.179

Analysis of the TASAS Table B records shows a total of 0 (Zero) collisions at the EB on-ramp to Sand Creek RD PM R34.179 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Table 2-3 CC 4 WB ON-RAMP FROM SAND CREEK RD PM R34.085

Analysis of the TASAS Table B records shows a total of 2 collisions at the WB on-ramp from Sand Creek RD PM R34.085 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 1 (50%) Improper Turn
- 1 (50%) Unknown



Letter 1 Cont'd.

N232-0180IR
04-CC-4 PM R33.97/R34.29
LDIGR- Crash Data Analysis

The types of collision included:

- 1 (50%) Sideswipe
- 1 (50%) Hit Object

Table 2-4 CC 4 WB OFF-RAMP TO SAND CREEK RD PM M34.449

Analysis of the TASAS Table B records shows a total of 4 collisions at the WB off-ramp to Sand Creek RD PM R34.449 and study periods summarized above, with a total rate of fatal and injury related collisions that is below the average for similar facilities statewide, and a total rate of collisions that is below the average for similar facilities statewide.

Detailed analysis per the TASAS Selective Accident Retrieval (TSAR) generated on Jun 14, 2023, shows that the primary collision factors in this off-ramp were:

- 1 (100%) Influence of Alcohol

The types of collision included:

- 1 (100%) Head-On

Analysis Conducted By:

Farokh Javidi-Parsijani
Farokh J. Parsijani
Transportation Engineer
Office of Corridor Management N/E

06/21/2023

Date

Approved for Release

Tuan Le
Tuan Le
Senior Transportation Engineer
Office of Corridor Management N/E

06/23/2023

Date



LETTER 1: CALIFORNIA DEPARTMENT OF TRANSPORTATION, YUNSHENG LUO

Response to Comment 1-1

The comment is an introductory statement and provides a summary of the project site and the proposed project components. The comment does not address the adequacy of the Draft REIR.

Response to Comment 1-2

As shown in Figure 3-4 on page 3-7 of the Draft REIR, the intersection referenced by the commenter has been incorporated into the Vesting Tentative Map for the proposed project.

The commenter's recommendation that the efficacy of Mitigation Measure 4.5-3 should be annually documented is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 1-3

As discussed on page 4.5-1 of the Draft REIR, pursuant to the CEQA Guidelines Section 15064.3, environmental documents must use VMT, rather than level of service (LOS), as the metric to analyze transportation impacts. As such, the analysis included in Chapter 4.5, Transportation, of the Draft REIR evaluates cumulative transportation impacts as they relate to VMT. The 2040 horizon cited by the commenter refers to the cumulative setting employed in the Traffic Impact Study (TIS) prepared for the proposed project by Kimley-Horn Associates (see Appendix I of the Draft REIR), which was used to evaluate the effect of the project on LOS of intersections and road segments of regional significance. However, as previously noted, transportation impacts under CEQA are not evaluated through an LOS-based analysis. Thus, the Draft REIR does not incorporate the 2040 cumulative analysis from the TIS, and the analysis of cumulative transportation impacts in the Draft REIR is adequate. It should be noted that the CCTA Technical Procedures, dated November 2022, define the horizon year of the CCTA model as 2040. As such, the CCTA Countywide model projection was appropriate when the NOP was posted, and the TIS is consistent with the future year scenario model.

The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 1-4

The existing traffic safety data is attached to the comment letter and is provided for information only. The comment does not specifically address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 1-5

As detailed in Section V, Cultural Resources, of the Initial Study prepared for the proposed project (see pages 28 through 30 of Appendix C of the Draft REIR), an Updated Cultural Resources Assessment (Updated Cultural Report) was prepared for the proposed project by Ric Windmiller, Consulting Archaeologist, and Dana Supernowicz, Architectural Historian in April of 2020. Pursuant to the Updated Cultural Report, historical resources, as defined by CEQA Guidelines Section 15064.5, would not be impacted by the proposed project. However, as the possibility of unknown archaeological resources, including human remains, existing on-site beneath the



ground surface cannot be entirely ruled out, Mitigation Measures V-1 through V-3 require the proposed project to include protective measures in the event that such resources are inadvertently discovered during the course of project ground-disturbing activities. As detailed on page 29 of the Initial Study, through incorporation of Mitigation Measures V-1 through V-3, potential impacts related to cultural resources would be reduced to a less-than-significant level. As such, consistent with the commenter's recommendation, the analysis of cultural resources presented within the Draft REIR complies with CEQA Guidelines Section 15064.5 (c).

Response to Comment 1-6

The comment summarizes the analysis of the visual impacts associated with buildout of the proposed project, as discussed in Section I, Aesthetics, of the Initial Study prepared for the proposed project (see pages 18 through 23 of Appendix C of the Draft REIR). As detailed therein, all potential impacts related to aesthetics would either be less than significant, or reduced to a less-than-significant level through incorporation of the mitigation measure set forth therein (Mitigation Measure I-1 on page 22). The commenter supports the conclusions of the Initial Study. It should also be noted that landscaping will be reviewed as part of the design review process.

Response to Comment 1-7

Pursuant to the Brentwood Municipal Code Chapter 16.130, the proposed project would be subject to applicable development impact fees as part of obtaining the necessary permits to commence project construction activities. In addition, as discussed on page 4.5-10 of the Draft REIR, the East Contra Costa Regional Fee & Financing Authority (ECCRFA) establishes a funding source for capital improvement projects in Eastern Contra Costa County. The fee was designed to collect funds for regional transportation improvements, such as the widening of Balfour Road and State Route (SR) 4, and the planned extension of Sand Creek Road. The proposed project would be subject to fee payments to the ECCRFA based on a per-dwelling-unit and per-square-foot basis.

Although the comment does not specifically address the adequacy of the Draft REIR, the comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 1-8

The Draft REIR evaluates potential impacts to construction activities and the circulation system under Impact 4.5-1, which starts on page 4.5-14. As detailed therein, detailed information related to the construction routes and equipment staging, or a construction management plan, is not currently available. As such, the Draft REIR includes Mitigation Measure 4.5-1, which requires the project applicant to prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The Construction Traffic Management Plan would be implemented during construction, which would ensure that roadway hazards, including those within State right-of-way (ROW), do not occur. As a result, impacts related to hazards and vehicle safety due to a geometric design feature would not occur.

In addition, mitigation measures related to noise are identified in Chapter 4.4, Noise, of the Draft REIR, including Mitigation Measures 4.4-1 and 4.4-3. Based on the above, the analysis related to roadway hazards and noise in the Draft REIR is adequate.



Response to Comment 1-9

The only Caltrans facility within the immediate vicinity of the proposed project is SR 4. As detailed on page 3-8 of the Draft REIR, the project would include construction of new internal roadways and the extension of San Jose Avenue to the west. However, construction activities associated with SR 4 are not proposed as part of the project. As such, the proposed project would not require modifications to any Caltrans facilities, and impacts related to such would not occur.

Response to Comment 1-10

The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.



Letter 2

From: Thao Nguyen <Thao.Nguyen@pw.cccounty.us>
Sent: Wednesday, June 14, 2023 8:10 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Cc: Michelle Cordis <michelle.cordis@pw.cccounty.us>
Subject: Bridle Gate DREIR and Condition of Approval

CAUTION – EXTERNAL SENDER

Hello Erik,

2-1

We have received and reviewed the DREIR (dated May 2023 by Raney Planning & Management, Inc) for the Bridle Gate project in Brentwood, and we don't have any additional comments besides the ones we already submitted in previous years. One quick question: When is the Condition of Approval phase so that I can ensure providing Drainage Area fee calculations for this project by then?

Thanks,



Thao Nguyen Nguyen | Staff Engineer
Contra Costa County Flood Control & Water Conservation District
255 Glacier Drive, Martinez, CA 94553
thao.nguyen@pw.cccounty.us | Office: 925-313-2197

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**LETTER 2: CONTRA COSTA FLOOD CONTROL & WATER
CONSERVATION DISTRICT, THAO NYGUEN NYGUEN**

Response to Comment 2-1

The Conditions of Approval will be made available in the Staff Report Packet. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.



Letter 3



BOARD OF DIRECTORS

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GENERAL MANAGER

Rachel Murphy, P.E.

July 7, 2023

Erik Nolthenius, Planning Manager
Community Development Department
City of Brentwood
150 City Park Way
Brentwood, California 94513

Subject: Bridle Gate Project – APNs 019-082-009 and 019-082-010 – Notice of Availability of the Draft Revised Environmental Impact Report

Dear Erik Nolthenius:

3-1

The following are comments from the Contra Costa Water District (District) on the Bridle Gate Project's Draft Revised Environmental Impact Report (DREIR). The Bridle Gate Project is a proposed 286-unit single-family residential development in the City of Brentwood, with the project site consisting of two parcels bounded by Old Sand Creek Road to the north, State Route (SR) 4 to the east, a single-family residential development (Brentwood Hills) to the south, and the City of Antioch's city limits to the west. The District's Los Vaqueros Pipeline (LVP) is located close to the project site east of State Route 4.

3-2

The District has reviewed the project DREIR and has the following comments:

1. The District's LVP and right-of-way are located close to the proposed project site, running north-south along the east side of State Route 4.

2. Any work within the District right-of-way, including extension of existing utilities through Sand Creek Road or any drainage/mitigation work within Sand Creek, would require submittal of an application and administrative deposit to the District for review. Any work within the District right-of-way or impacting the LVP will require a permit.

3-3

3. No construction staging is permitted within the District right-of-way.

3-4

4. The District requests to review the project applicant's design plans as the project proceeds further into the design phase.

1331 CONCORD AVE, CONCORD, CA 94520 | 925-688-8000 | CCWATER.COM



Letter 3 cont.

Erik Nolthenius, Planning Manager
Community Development Department
City of Brentwood
July 7, 2023
Page 2

For any questions or clarifications on the District's comments, please contact me at cericksen@ccwater.com
or at 925-688-8223.

Sincerely,

Cody Ericksen

Cody Ericksen
Associate Planner

CE



LETTER 3: CONTRA COSTA WATER DISTRICT, CODY ERICKSEN

Response to Comment 3-1

The comment is an introductory statement that provides a summary of the project site and the proposed project components and notes the location of the Los Vaqueros Pipeline. The location of the Contra Costa Water District's (the District's) Los Vaqueros Pipeline has been noted for the record. The comment does not address the adequacy of the Draft REIR.

Response to Comment 3-2

The proposed project would be required to comply with applicable regulations from various agencies, including the District. The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 3-3

The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 3-4

The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and City staff will ensure that the District is notified as appropriate.



Letter 4

From: Alok Srivastava <srivaalok@gmail.com>
Sent: Monday, July 10, 2023 9:43 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: New Development: Bridle Gate by Seeno

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

- 4-1 This email is in reference to Bridle Gate, a new 288 home development by Seeno, at the intersection of San Jose Ave. & St. Regis Ave. in Brentwood.
- 4-2 This new development will increase cross/through traffic in Shadow Lakes residential community straining the residential streets, traffic pile-ups at the intersections of Balfour and E/W Country Club Drives - which anyway face huge traffic pile-ups during school hours.
- 4-3 Amongst other things, this cross traffic will pose a safety risk to the residents because such drivers will try to compensate for the above-stated delays by not following the posted speed limits in residential neighborhoods.
- 4-4 The Environmental Impact Review (EIR) section on traffic severely underestimates only an addition of 17 cars coming from the new development with 288 households!
- Therefore, as a resident of the impacted community, I request the city not to approve an entrance to the development on San Jose/St. Regis.

Sincerely,
Alok Srivastava
2603 Silvermere Ct, Brentwood, CA 94513.

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LETTER 4: ALOK SRIVASTAVA

Response to Comment 4-1

The comment is an introductory statement and does not address the adequacy of the Draft EIR.

Response to Comment 4-2

Please see MR-2.

Response to Comment 4-3

Please see MR-2.

Response to Comment 4-4

Please see MR-2.



Letter 5

-----Original Message-----

From: Andria - <andriatall@hotmail.com>

Sent: Friday, July 07, 2023 11:12 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

5-1 I live in Shadow Lakes. I am against Bridal Gates being built. I feel like it will add more traffic and riff raff.

Thank you,
Andria

Sent from my iPhone

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LETTER 5: ANDRIA (NO LAST NAME)

Response to Comment 5-1

Please see MR-1 and MR-2.



Letter 6

From: Andy <aj.kanyuh@gmail.com>
Sent: Friday, July 07, 2023 8:48 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

6-1 I DO NOT support the development of Bridal Gate.

Sent from [Mail](#) for Windows

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LETTER 6: ANDY KANYUH

Response to Comment 6-1

Please see MR-1.



Letter 7

-----Original Message-----

From: Angela <melissare4@sbcglobal.net>

Sent: Thursday, July 06, 2023 9:26 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Seeno

CAUTION – EXTERNAL SENDER

To whom it may concern,

7-1 Having a new development off of San Jose and St Regis would be a horrific idea as a lot of people cut
7-2 through into shadow lakes already. We live at the bottom of Presidio Drive and it at times is like a
7-3 freeway of people that don't live in our neighborhood and just use it to cut through. Concern of traffic
7-4 and crime. Not to mention our schools are already filled and don't have space for more kids or the
resources needed for this impact. I really hope this doesn't go forward our town is changing way to fast
it's not our nice little town anymore.

Sincerely,
Angela and Craig Melissare

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LETTER 7: ANGELA AND CRAIG MELISSARE

Response to Comment 7-1

Please see MR-2.

Response to Comment 7-2

The commenter states their concern regarding traffic and safety impacts resulting from the proposed project. However, the comment does not specifically address the adequacy of the Draft REIR. Traffic impacts are addressed in Chapter 4.5 of the Draft REIR, and safety related to design standards are addressed specifically in Section 4.5.4, on page 4.5-18 of the Draft REIR. The comment is noted for the record and will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Please also see MR-2.

Response to Comment 7-3

As discussed in Section XV, Public Services, of the Initial Study prepared for the proposed project (see pages 28 through 30 of Appendix C of the Draft REIR), the project would be required to comply with Mitigation Measure XV-4, which requires the project to pay applicable fees to the Liberty Union High School District and the Brentwood Union School District. As discussed on page 54 of the Initial Study, Proposition 1A/SB 50 prohibits local agencies from using the inadequacy of school facilities as a basis for denying or conditioning approvals of any “legislative or adjudicative act involving the planning, use, or development of real property.” (Government Code § 65996(b).) Satisfaction of the Proposition 1A/SB 50 statutory requirements by a developer is deemed to be “full and complete mitigation.” Therefore, according to SB 50, the payment of the necessary school impact fees for the project would be full and satisfactory CEQA mitigation.

Response to Comment 7-4

Please see MR-1.



Letter 8

From: Annette <dancingpinkroses@yahoo.com>
Sent: Thursday, July 06, 2023 7:32 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Against the building of Bridal Gate

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

8-1

As a home owner in Shadow Lakes, I am opposed to the building of Bridal Gate. We do not need more traffic and more homes. I like being able to see the rolling hills. That is a big reason I moved to Brentwood.

Thank you for your consideration of this important matter.

Sincerely,

Dr. Annette Mears

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LETTER 8: ANNETTE MEARS

Response to Comment 8-1

The commenter states their concern regarding impacts to aesthetic resources and traffic resulting from the proposed project, but the comment does not specifically address the adequacy of the Draft REIR. Nonetheless, it should be noted that the impacts related to aesthetics resulting from the buildout of the proposed project are addressed in Chapter 5.2 of the Draft REIR. In addition, transportation related impacts are addressed in Chapter 4.5 of the Draft REIR. Please see also MR-1 and MR-2.



Letter 9

From: Antonio Xavier <antonioj.xavier@gmail.com>
Sent: Monday, July 10, 2023 12:17 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: DREIR-Bridle Gate

CAUTION – EXTERNAL SENDER

Erik,

9-1

Please find my DREIR comments attached.

Thank you

--Antonio



Letter 9 cont.

9-1
cont.

Question 1-Are the 2020 “existing” conditions out of date?

I have some concerns about the data that forms the foundation for many of the findings.

We appear to be recycling an old study that does not represent current factors.

Table 4.4-2 Summary of Existing Background Noise Measurement Data								
Site	Date	L _{dn}	Daytime L _{eq}	Daytime L ₅₀	Daytime L _{max}	Nighttime L _{eq}	Nighttime L ₅₀	Nighttime L _{max}
LT-1	1/6/2022	70	68	67	81	62	59	74
LT-2	1/6/2022	62	59	57	76	56	50	70
ST-1	1/5/2022	N/A	55	55	66	N/A	N/A	N/A
Notes: <ul style="list-style-type: none"> All values shown in dBA Daytime hours: 7:00 AM to 10:00 PM Nighttime Hours: 10:00 PM to 7:00 AM 								
Source: Saxelby Acoustics, 2023.								

Existing Traffic Noise Levels

Traffic volumes for existing conditions were obtained from Kimley-Horn & Associates, Inc. The traffic noise levels at the nearest existing sensitive receptors were calculated based on the traffic volume data and the Federal Highway Administration (FHWA) Model. The modeled traffic noise levels for each roadway segment are presented in Table 4.4-3.



Chapter 4.4 – Noise
Page 4.4-3

The report for traffic volume of existing conditions appears to be based on the April 2020 report by Kimley-Horn (see Appendix I).

9-2

Is this data unreliable due to the circumstances of COVID-19 and changes in travel patterns at that time compared to today?

9-3

Does this data accurately reflect the existing conditions for traffic noise considering the changes Brentwood has experienced in growth etc. since 2020?



Letter 9 cont.

Question 2-Are the proposed sound walls high enough?

I have some concerns that we are repeating the same mistakes we saw being made at the Siena community that resulted in soundwall concerns for the residents after construction was completed.

9-4

**Figure 4.4-3
Transportation Noise Contours on Project Site**



Source: Saxelby Acoustics, 2023.

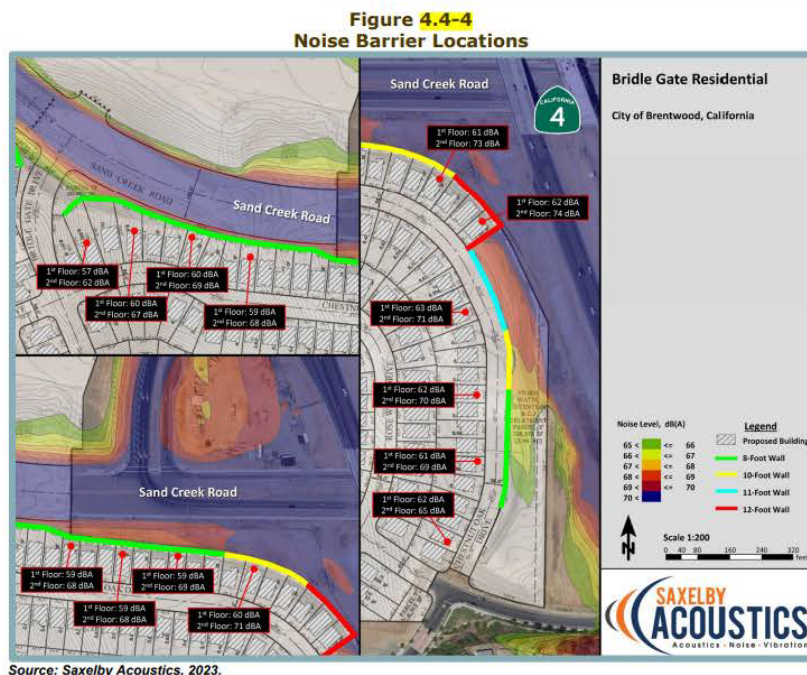
Chapter 4.4 – Noise
Page 4.4-17

Fig. 4.4-3 shows the homes closest to the Route 4 and Sand Creek interchange are expected to have the highest noise.



Letter 9 cont.

9-5



Chapter 4.4 – Noise
Page 4.4-18

Fig. 4.4-4 shows the attempted mitigation of sound using sound walls of varying heights.

9-6

I would like to request a detailed review of this section with the Siena community soundwall as a cautionary guide.

9-7

-What were the sound wall heights recommended for other residential developments in this area along the Route 4 corridor? Summerset etc.

9-8

-Why is the project varying the height of the walls and going as low as 8 feet?

9-9

-Have we considered future changes to Route 4 and increases in traffic that may impact noise beyond the current projection? For example, how does the estimated traffic due to the Costco project impact these numbers?

—Antonio Xavier (Brentwood Resident)



LETTER 9: ANTONIO XAVIER

Response to Comment 9-1

The comment notes a general concern with underlying data, but does not specifically address the adequacy of the Draft REIR. More specific concerns related to the project-specific TIS are addressed in the responses, below.

Response to Comment 9-2

With respect to the April 2020 date that the TIS was prepared, trip generation for the proposed project was calculated based on the land uses proposed by the project and ITE trip generation categories. Traffic counts were collected prior to 2020 and the onset of the COVID-19 pandemic. Therefore, the traffic counts reflect a conservative analysis and the date of the TIS' preparation does not affect the trip volume estimates. Thus, the analysis within the Draft REIR is adequate.

Response to Comment 9-3

Noise projections are based on cumulative projections, which are based on a county-wide model. The noise from traffic used for analysis and mitigation is based on future traffic volume projections, not existing traffic volumes.

Response to Comment 9-4

As discussed on page 11 of the Environmental Noise Assessment prepared for the proposed project by Saxelby Acoustics, LLC (see Appendix H of the Draft REIR), the SoundPLAN noise model was used to calculate traffic noise levels at the proposed single-family residences, which accounted for traffic on SR 4 and the local roadway network under Existing Plus Project conditions. The SoundPLAN noise model is an industry standard model. Thus, the calculation of noise under Existing Plus Project conditions used in the Draft REIR is adequate.

Furthermore, as discussed on page 4.4-11 of the Draft REIR, impacts of the environment on a project (as opposed to impacts of a project on the environment) are beyond the scope of required CEQA review. Therefore, for the purposes of the CEQA analysis, the relevant inquiry is not whether the proposed project's future residents will be exposed to pre-existing environmental noise-related hazards, but instead whether project-generated noise will exacerbate the pre-existing conditions.

However, it is noted on page 4.4-16 of the Draft REIR that the provision of masonry sound walls along the lots located immediately adjacent to SR 4 and Sand Creek Road is required as a Condition of Approval for the proposed project. Subject to approval by the City Engineer, the sound walls would be designed with adequate height to reduce noise at the proposed residences in compliance with City standards.

Response to Comment 9-5

The comment presents figures from the Draft REIR and does not address the adequacy of the Draft REIR.

Response to Comment 9-6

The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and the request will be forwarded to the decision-makers as part of their consideration of the proposed project.



Response to Comment 9-7

The question raised by the commenter does not address specific issues related to the proposed project. The comment does not address the adequacy of the Draft REIR and the comment will be forwarded to the City for them to address independently.

Response to Comment 9-8

The recommended design of the sound walls is based on the ability for said walls to reduce exterior noise levels at the proposed residences adjacent to SR 4 to 65 dBA L_{dn}.

Response to Comment 9-9

Cumulative noise impacts are addressed under Impact 4.4-5, which starts on page 4.4-21 of the Draft REIR. In addition, please see Response to Comment 9-4. It should be noted that the cumulative setting includes surrounding planned development, including Costco.



Letter 10

-----Original Message-----

From: Bharti Salian <bharti.salian@gmail.com>

Sent: Sunday, July 09, 2023 3:09 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Bridal gate development

CAUTION – EXTERNAL SENDER

Sir,

10-1

> We would like to voice our concern on the development of Seeno, the Bridal Gate housing project as it has not mitigated the traffic increase issue , during school start and end times, daily.

10-2

> Even Without the additional traffic from this new development , The junctions of W Country Club Dr / Balfour and E country Club Drive / Balfour today gets jammed for long periods just with existing school traffic.

10-3

> Thus we feel either the Seeno Project not be developed at all or No Exit from San Jose Ave/ St Regis Ave be provided and the entrance / exit to this community be only from Sand Hill Road.

10-4

> With the hope of get this area in Brentwood developed in a way that will lead to better lifestyles for all existing and future residents.

> Regards

> Bharti Salian

> Homeowner - 2560 Risebridge Ct, Brentwood CA Tel 408 444 3819

>

Sent from my iPhone

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LETTER 10: BHARI SALIAN

Response to Comment 10-1

Please see MR-1 and MR-2.

Response to Comment 10-2

The commenter states their observations regarding current traffic condition levels in the vicinity of the project site. However, the comment does not specifically address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decisionmakers as part of their consideration of the proposed project.

Response to Comment 10-3

Please see MR-1 and MR-2.

Response to Comment 10-4

Please see MR-1.



Letter 11

-----Original Message-----

From: jlchow@mac.com <jlchow@mac.com>

Sent: Thursday, July 06, 2023 3:53 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Cc: notifications@frontsteps.com

Subject: Bridal Gate Dev't

CAUTION – EXTERNAL SENDER

Mr. Nolthnius,

11-1

We object to the development of Bridal Gate.

We have lived on Roundhill since we bought the property in 2004. We have seen drivers speed up the hill and down the hill with no respect to the speed limit of 25 miles per hour in a residential neighborhood with children playing outside. We have been very fortunate, so far, that we have not been rear ended in front of our house from drivers as they accelerate up the hill when they are traveling south on Roundhill Drive.

If Bridal Gate is to be built, then traffic from St Regis onto Montecito Drive, La Sata Drive, St. Augustine Dr. and Capilano Drive needs to be restricted to residents of the communities that these streets serve.

Respectfully,

Charles & Leila Chinn
345 Roundhill Drive
Brentwood, CA. 94513
925-240-1298

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LETTER 11: CHARLES & LEILA CHINN

Response to Comment 11-1

Please see MR-1 and MR-2. Additionally, it should be noted that noncompliance with applicable traffic laws is not within the purview of the CEQA analysis, and is therefore beyond the scope of the Draft REIR.



Letter 12

-----Original Message-----

From: Chauncey Robinson <crdiamond@sbcglobal.net>

Sent: Saturday, July 08, 2023 1:58 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Bridle Gate development

CAUTION – EXTERNAL SENDER

12-1

I'm just learning about this new development and I think it's too much. 286 homes is a lot, I would be more supportive if it was half that amount.

12-2

If these families have kids that means Krey, Adams and Heritage will increase in population because they'll be closest to this development. That means much more traffic on Balfour. I'm also concerned because apparently the homes being built in Antioch near this area, the sign says the kids can go to school in Brentwood.

12-3

Plus the new Costco is coming, which I welcome, but there will be an increase in traffic, air and possible noise pollution. How will these concerns be addressed?

Chauncey Robinson
Brentwood resident in Deer Ridge

Sent from my iPad

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LETTER 12: CHAUNCEY ROBINSON

Response to Comment 12-1

Please see MR-1.

Response to Comment 12-2

Traffic is addressed in Chapter 4.5 of the Draft REIR. School impacts are addressed in Chapter 5.10 of the Draft REIR.

Response to Comment 12-3

The Draft REIR includes an analysis of cumulative impacts within each technical chapter, including the Air Quality, Greenhouse Gas, and Energy chapter, the Noise chapter, and the Transportation chapter of the Draft REIR. It should be noted that the cumulative setting includes surrounding planned development, including Costco. Additional details regarding the cumulative project setting can be found in Chapter 6, Statutorily Required Sections, of the Draft REIR.



Letter 13

-----Original Message-----

From: Chetan Salian <chetan.salian@gmail.com>
Sent: Sunday, July 09, 2023 2:58 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Cc: Chetan Salian <chetan.salian@gmail.com>
Subject: Bridal gate development

CAUTION – EXTERNAL SENDER

Sir,

13-1

We would like to voice our concern on the development of Seeno, the Bridal Gate housing project as it has not mitigated the traffic increase issue , during school start and end times, daily.

Even Without the additional traffic from this new development , The junctions of W Country Club Dr / Balfour and E country Club Drive / Balfour today gets jammed for long periods just with existing school traffic.

Thus we feel either the Seeno Project not be developed at all or No Exit from San Jose Ave/ St Regis Ave be provided and the entrance / exit to this community be only from Sand Hill Road.

With the hope of get this area in Brentwood developed in a way that will lead to better lifestyles for all existing and future residents.

Regards
Chetan Salian
Homeowner - 2560 Risebridge Ct, Brentwood CA Tel 408 835 0509

Sent from my iPhone

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LETTER 13: CHETAN SALIAN

Response to Comment 13-1

Please see Response to Comments 10-1 through 10-4.



Letter 14

From: Cindy Williamson <cindy@artscene.com>
Sent: Thursday, July 06, 2023 7:49 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Too much traffic already thru Shadow Lakes, NO ENTRANCE thru SL!!

CAUTION – EXTERNAL SENDER

14-1

- Do not have an entrance to the development on San Jose/St. Regis. Not only will it eliminate more school traffic, but also other traffic as they pass through Shadow Lakes to go elsewhere.

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LETTER 14: CINDY WILLIAMSON

Response to Comment 14-1

Please see MR-2.



Letter 15

From: Cyndi Beck <luvinchloe@yahoo.com>
Sent: Friday, July 07, 2023 4:15 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Brindle Gate

CAUTION – EXTERNAL SENDER

Hello Eric,

15-1

I am a citizen of Brentwood living in the Deer Ridge Community for nearly 14yrs now. In that time we have seen Brentwood almost triple in size! We have far more people however the roads have not expanded, no new roadways have been created and not enough new schools have opened to accommodate the new kids. I have 3 kids attending 3 schools in my neighborhood. When we 1st moved here it was lovely getting then to school, today, not so much. We have far too many people coming from every direction I'm Brentwood & Antioch getting their kids to school at Krey, Adams & Heritage! Deer Ridge & Shadow Lakes suffer immensely weekday mornings. Traffic is far too excessive for this town. I am 100% AGAINST Brindle Gate and any other community to be built in that area! If you require building it consider putting in a large park, like Lake Elizabeth in Fremont. Brindle Gate would only make our situation worse with traffic, accidents, crime, school attendance & more!

NO to Brindle Gate!!!

Kindly,
Cyndi Beck

[Sent from Yahoo Mail on Android](#)

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LETTER 15: CYNDI BECK

Response to Comment 15-1

Please see MR-1 and MR-2.

The comment also states that a park should be included within the project site. It should be noted that the proposed project includes dedicating two parcels totaling 8.49 acres for use as public parks (see page 5-8 of the Draft REIR), complying with Chapter 16.150 of the City's Municipal Code. In addition, please refer to Response to Comment 7-3.



Letter 16

-----Original Message-----

From: Dan Icenogle <jd.icenogle@yahoo.com>

Sent: Saturday, July 08, 2023 10:32 AM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: No more Seeno homes or Discovery homes in Brentwood

CAUTION – EXTERNAL SENDER

16-1 Please stand against the Bridle Gate proposal as well as any other Seeno or Discovery development
16-2 proposals. They have a terrible reputation and Brentwood needs to be better. I live off San Jose and do
16-3 not believe this proposed development would be positive for the area. Too crowded and cheaply made
and the school traffic would be an issue. We need something but not this proposal. Bad plan and bad
developer.

Thank you.

Dan Icenogle
925-209-1667

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LETTER 16: DAN ICENOGLE

Response to Comment 16-1

Please see MR-1.

Response to Comment 16-2

Please see MR-1 and MR-2.

Response to Comment 16-3

Please see MR-1.



Letter 17

From: DAN MCDONALD <dan.mcdonald94@gmail.com>
Sent: Friday, July 07, 2023 3:34 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridlegate

CAUTION – EXTERNAL SENDER

17-1

I live on presidio dr. On school days it is impossible to get out of the driveway.
If possible make the entrance and exit someplace else.

Dan McDonald

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LETTER 17: DAN MCDONALD

Response to Comment 17-1

Please see MR-1 and MR-2.



Letter 18

From: David Jolivette <djolirn@gmail.com>
Sent: Monday, July 10, 2023 8:48 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

My vote:

- 18-1** • Don't allow the building of Bridal Gate at all.

David Jolivette
Shadow Lakes
Pinehurst Resident

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LETTER 18: DAVID JOLIVETTE

Response to Comment 18-1

Please see MR-1.



Letter 19

From: Desirae Feria <feria1015@gmail.com>
Sent: Saturday, July 08, 2023 8:03 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Concerns - Proposed Bridal Gate Development by Seeno

CAUTION – EXTERNAL SENDER

Dear City Planning Manager- Eric Nolthnius,

19-1

I am a resident of Shadow Lakes and I would like to share my concern about the proposed Bridal Gate development to support the 288 housing development by Seeno. Residents of Shadow Lakes already experience a great deal of school traffic in the morning and afternoon. Literally, it limits things that I would like to do at those times and I have to rearrange my day around neighborhood traffic. If I need to go somewhere (like work), I need to add another 20 mins to my morning commute for a .3 mile span to get out of my neighborhood because of all the school traffic. Drivers backup all residential streets leading to Adams and Heritage in efforts to "get there quicker".

19-2

I'm advocating not to create a connecting entrance to Shadow Lakes. With the development of Costco, the Sand Creek extension, the Kaiser facility, large shopping areas, 3 large schools (Adams, Heritage, & Deer Valley), and 2 medium sized schools (Krey & Loma Vista) - all within a 4 mile radius... of course drivers are going to seek alternative ways to get around traffic. I witness a daily impact in Shadow Lakes, especially when schools are in session. Traffic backups. Drivers speeding on my street (Lakeview) because people use it as a bypass. Keeping the Seeno development separate from Shadow Lakes will avoid the already vast amount of through traffic in a residential neighborhood that already bears a great deal of it.

19-3

The EIR report estimated an impact of an additional 17 cars which seems grossly underestimated. According to the City of Brentwood's

19-4

census data (granted last updated in 2021 so we know that my estimate will be on the low end for the growing city), 26.5% of homes have persons between the ages of 5-18 yrs (school age). 26.5% of 288 homes would be an estimated increase of 76 cars heading to a school, not 17. Please reconsider a re-evaluation or redo of the EIR to be completed during school hours: specifically during morning intake and afternoon dismissal times, at the proposed Seeno entrances, intersection of Lakeview and W. Country Club Drive, intersection of E. Country Club and Roundhill, and intersection of E. Country Club and Balfour.

19-5

I realize I do not know all the details that you know. However, I am familiar with the already existing traffic impacts on my neighborhood. I'm advocating not to create the Bridal Gate entrance nor a San Jose/St. Regis entrance next to Shadow Lakes. Please save Shadow Lake residents from more impacting traffic in our residential neighborhood. Thank you in advance for taking the time to read my concern on this matter and for your consideration.

Respectfully Shadow Lakes Resident,

Desirae
(Lakeview Drive)

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LETTER 19: DESIRAE FERIA

Response to Comment 19-1

The commenter states their concern regarding current levels of service in the vicinity of the project site. The comment does not specially address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decisionmakers as part of their consideration of the proposed project. Please see MR-1 and MR-2.

Response to Comment 19-2

Please see MR-2.

Response to Comment 19-3

Please see MR-2.

Response to Comment 19-4

Please see MR-2.

Response to Comment 19-5

The comment is a closing statement and does not address the adequacy of the Draft REIR. Please see also MR-1 and MR-2.



Letter 20

From: Richard Harris/Diana Harris <dpwh1@aol.com>
Sent: Friday, July 07, 2023 1:34 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: STOP THE DEVELOPMENT OF BRIDAL GATE AND SENO 200 PLUS HOMES

CAUTION – EXTERNAL SENDER

Dear Mr. Eric Nolthenius,
Thank you in advance for taking the time to read my email.

20-1

The city of Brentwood does not need, nor do we want the Bridal Gate development which will add more cars to this already busy route. For those of us living in Shadow Lakes and Deer Ridge, and the surrounding area, this development would be a nightmare when it comes to traffic and the safety of our children.

Do you live in either of these communities? (No, probably Not) If you did you would understand our concerns and the urgency to STOP this project from moving forward. If you drove in this area, especially during high peak traffic times you too would understand our concerns.

20-2

Let's not forget about our First Responders, the emergency vehicles that will also be affected by the additional traffic causing delays, losing precious time that would be needed to save one's life and or one's home. That life or home could be yours or someone you love. Please hear our voice and our call of urgency to Stop the Development of Bridal Gate and Seno's 200 Plus Homes.

Regards,
Diana and Richard Harris
557 Lakeview Dr.
Brentwood, CA 94513

20-3

The Environmental Impact Review (EIR) section on traffic did not mention a need for mitigation for this area because it estimates only an addition of 17 cars coming from the new development.

20-4

One argument is that with the extension of Sand Creek Road over toward Heidorn (by Home Depot) there will be drivers going to Deer Valley to come to school. However, it is about twice as far to go that way as to go through Shadow Lakes. A question is: will people take the longer route?

Solutions:

20-5

- **Don't allow the building of Bridal Gate at all.**
- Do not have an entrance to the development on San Jose/St. Regis. Not only will it eliminate more school traffic, but also other traffic as they pass through Shadow Lakes to go elsewhere.

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LETTER 20: DIANA & RICHARD HARRIS

Response to Comment 20-1

Please see MR-1 and MR-2.

Response to Comment 20-2

As detailed on page 5-7 of the Draft REIR, the project would be required to pay development fees that support emergency police and fire services. The project's impacts to fire service would be reduced to a less-than-significant level through compliance with Mitigation Measures XV-1 and XV-2 of the Initial Study, which require the project applicant to: (a) pay a fire impact fee or other such amount necessary to fund developer's proportionate share of fire capital assets, and (b) participate in a Community Facilities District, which has been established by the Fire District and will include annual assessments in an amount sufficient to cover the service costs associated with the new residences. Similarly, Mitigation Measure XV-3 requires the project developer to pay the applicable mitigation fees to the City of Brentwood Police Department, thus reducing impacts related to police protection facilities to a less-than-significant level. Compliance with Mitigation Measures XV-1, XV-2, and XV-3 would ensure that acceptable service ratios, response times, or other performance objectives are maintained. Additionally, issues related to drivers breaking laws pursuant to California Vehicle Code Section 21806 and not yielding the right-of-way to approaching emergency vehicles is outside of the scope of CEQA and beyond the impacts associated with the proposed project.

Response to Comment 20-3

Please see MR-2.

Response to Comment 20-4

Please see MR-1 and MR-2.

Response to Comment 20-5

Please see MR-1 and MR-2.



Letter 21

-----Original Message-----

From: Ed Tirnetta <edtirnetta@yahoo.com>

Sent: Saturday, July 08, 2023 9:50 AM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Traffic

CAUTION – EXTERNAL SENDER

21-1

Hello to whom it may concern, I've lived in the Shadow Lakes community formally known as foothills at Brentwood lake for 23 years. The home I live in now is an Inverness home by Shadow Lakes. I watch the traffic become unbearable since I've been living here partly because American Avenue that goes to Heritage High School and Adams Middle School was never completed with the loop to Balfour this creates a huge back up because cars need to turn around and go the opposite way. This development and community can not sustain any more traffic. It is gridlock every day.

If the development is approved, other access, roads need to be implemented because it is too much of an impact on the community. Thank you.

Sent from my iPhone
Ed Tirnetta

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LETTER 21: ED TIRNETTA

Response to Comment 21-1

Please see MR-1 and MR-2.



Letter 22

From: Edward Zeidan <ezeidan@lamorindatechnology.com>
Sent: Friday, July 07, 2023 12:37 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Comments on Proposed Bridle Gate Development

CAUTION – EXTERNAL SENDER

To whom it may concern,

I live at 2405 Positano Avenue, Brentwood.

I oppose the entrance to the proposed development on San Jose Ave and St. Regis. There are already traffic jams at that intersection daily, and adding more cars there makes no sense.

The entrance on Sand Creek Road is a lot better.

Also, the density is too much for this area.

Thank you.

Edward Zeidan.

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22-1



LETTER 22: EDWARD ZEIDAN

Response to Comment 22-1

Please see MR-1 and MR-2.



Letter 23

-----Original Message-----

From: geri heagle <gheagle1@sbcglobal.net>
Sent: Friday, July 07, 2023 9:11 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal gate project

CAUTION – EXTERNAL SENDER

23-1

I sincerely hope this project is not approved. At the very least, the traffic needs to be rerouted away from Shadow Lakes. The morning and afternoon school traffic is horrendous. I live on the west side of West Country Club and it's near impossible to get onto Balfour in the morning. I take a class at the senior center and it often takes over 20 minutes to drive there. I realize that my life is impacted less than many but it would definitely have a negative impact on our community.

Thank you,
Geri Heagle

Sent from my iPad

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LETTER 23: GERI HEAGLE

Response to Comment 23-1

Please see MR-1 and MR-2.



Letter 24

From: Greg Parrish <gp@truetechsolutions.com>
Sent: Friday, July 07, 2023 6:29 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: No to Bridle Gate

CAUTION – EXTERNAL SENDER

Hello Eric,

I am opposed to the Bridle Gate Rezone Proposal of building 288 single family homes.

24-1

My wife and I and our 2 young children live on a court (Hawkstone) just off of Presidio where this proposed and ill-conceived new Bridle Gate development will further congest an already hazardously trafficked and unchecked thoroughfare between the Raley's parking lot and several schools on the other side.

24-2

I fear for the safety of all the children in our neighborhood due to the constant traffic of speeding cars up and down Presidio. The increased traffic alone from this project is enough of a reason for this proposal to be shutdown. As well as, our

24-3

schools are overcrowded as it is and can not handle anymore students.

24-4

Furthermore, building on capped oil wells is a known public health hazard and is another reason this project should be denied. Not to mention the clearly doctored environmental impact report claiming 288 more homes would only add another 17 cars? Corrupt and ridiculous.

24-5

There should be zero further developments in any way until that is addressed let alone something as poorly thought out as the Bridle Gate development. It's a clear and obvious money grab with a complete disregard for the many negative impacts it will have on the citizens of Brentwood.

Regards,
Greg Parrish

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LETTER 24: GREG PARRISH

Response to Comment 24-1

Please see MR-1 and MR-2.

Response to Comment 24-2

Please see MR-2.

Response to Comment 24-3

Please refer to Response to Comment 7-3.

Response to Comment 24-4

Based on Phase I and Phase II Environmental Site Assessments prepared for the proposed project by ENGEO, Inc., seven oil and natural gas wells were formerly in operation on the project site. In addition, a gas production/above ground tank complex was located in the southeast area of the site. However, all such facilities have been decommissioned in accordance with the Division of Oil, Gas and Geothermal Resources and Contra Costa County Health Services Department regulations.¹ Thus, the on-site wells are unlikely to be a source of existing methane emissions. Even so, the project would be required to comply with Mitigation Measure 4.3-2, which would require proof to the satisfaction of the City Engineer that all planned development on-site is set back at least 10 feet from any abandoned oil wells. Compliance with such measure would reduce the potential for 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 to a less than significant level.

Please see MR-2 regarding the incorrect assertion that the project would only result in 17 car trips.

Response to Comment 24-5

Please see MR-1.

¹ ENGEO Incorporated. *Subject: Bridle Gate, Sand Creek Road and San Jose Avenue, Brentwood, California, Phase I Environmental Site Assessment*. May 6, 2020.



Letter 25

-----Original Message-----

From: jgp_sr@yahoo.com <jgp_sr@yahoo.com>
Sent: Friday, July 07, 2023 12:26 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridle Gate Development

CAUTION – EXTERNAL SENDER

25-1

I am against the Bridle Gate development. Brentwood does not need more homes. I prefer to see commercial projects that could provide permanent jobs for our community. Our infrastructure is already being tested. More residential homes would tax it even more. No to Bridle Gate

Thankyou

James Policastro
Brentwood resident



LETTER 25: JAMES POLICASTRO

Response to Comment 25-1

Please see MR-1.



Letter 26

From: Jessica Youngman <jmpfragoso@gmail.com>
Sent: Thursday, July 06, 2023 5:59 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Opposition to the Building of Bridal Gate Development and Entrance on San Jose/St. Regis

CAUTION – EXTERNAL SENDER

Jessica Youngman
2700 Presidio Drive
Brentwood, CA 94513
jmpfragoso@gmail.com
925-464-8326

- 26-1 Opposition to the Building of Bridal Gate Development and Entrance on San Jose/St. Regis
- Dear Mr. Nolthenius,
- I am writing to express my strong opposition to the proposed building of Bridal Gate, a new 288 home development by Seeno, and the accompanying entrance at the intersection of San Jose Avenue and St. Regis Avenue. This location leads to Roundhill Road and Presidio Drive, which is already a heavily trafficked route for students and parents commuting to and from Heritage and Adams Schools.
- It is a common occurrence to witness significant traffic congestion during school start and end times, with students and parents from Heritage and Adams schools backed up at the intersection in both directions along Balfour Road. The addition of the Bridal Gate development would only exacerbate this issue by introducing more cars onto an already busy route.
- 26-2 One of the concerns I have regarding the Environmental Impact Review (EIR) is the section on traffic, which surprisingly does not mention the need for mitigation in this area. The EIR estimates a mere
- 26-3 addition of 17 cars from the new development, which fails to acknowledge the current traffic challenges and fails to account for the future influx of residents and vehicles. This oversight is deeply concerning as it disregards the impact that additional cars will have on an already strained traffic situation.
- 26-4 While there may be arguments made about the extension of Sand Creek Road towards Heidorn (by Home Depot) and the potential for drivers going to Deer Valley to choose that route, it is crucial to note that this alternative is approximately twice as long as the route through Shadow Lakes. It is highly unlikely that the majority of people would willingly opt for the longer commute when a more direct and shorter route is available. This raises the question: Will people truly choose the longer route, as the proposed extension suggests?
- 26-5 In light of these concerns, I implore you to reconsider the decision to approve the Bridal Gate development and its entrance on San Jose/St. Regis. It is crucial that proper mitigation measures are put in place to address the already existing traffic congestion and to anticipate the impact of the additional cars that will result from this development. It is essential to prioritize the safety and convenience of the residents, students, and parents in this area and ensure that their daily commute is not further hindered.
- 26-6 I urge the City Planning Division to conduct a thorough reassessment of the traffic impact and consider alternative solutions that will alleviate the congestion and maintain the integrity of the existing routes.



Letter 26 cont.

26-6 cont.

Community input and collaboration with local residents and schools should be a paramount consideration in the decision-making process.

26-7

My family and I relocated to Brentwood with the hope of escaping the high levels of congestion in the Bay Area. While we were aware that Presidio Drive already experienced significant traffic, we were not informed about Seeno's plans to construct a community that would exacerbate this issue. Had we been aware of this development, we would have reconsidered our decision to purchase a home in this area. As parents of three children who will need to commute to a nearby schools five days a week, it will pose a significant hardship if we are forced to endure long waiting times just to drop them off at school. Our original intention in moving to Brentwood was to enhance our quality of life, and the increase in traffic congestion caused by this development will ultimately diminish that objective.

Thank you for your attention to this matter. I trust that you will give careful consideration to the concerns raised, and I hope to see a decision that prioritizes the best interests of the community and ensures a smooth and safe flow of traffic for all.

Yours sincerely,

Jessica M. Youngman

925-464-8326

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LETTER 26: JESSICA M. YOUNGMAN

Response to Comment 26-1

Please see MR-1 and MR-2.

Response to Comment 26-2

Please see MR-2.

Response to Comment 26-3

Please see MR-2.

Response to Comment 26-4

Please see MR-2.

Response to Comment 26-5

Please see the analysis under Impact 4.5-4, which evaluates potential impacts related to traffic hazards on page 4.5-18 of the Draft REIR. Please see also MR-2.

Response to Comment 26-6

Please see MR-1 and MR-2.

Response to Comment 26-7

Please see MR-1 and MR-2.



Letter 27

From: Jim Halter <jim@baycitymech.com>
Sent: Friday, July 07, 2023 7:22 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Cc: watchgroup5@yahoo.com
Subject: Bridle Gate development

CAUTION – EXTERNAL SENDER

I cannot support this development.

- | | |
|------|---|
| | To many home in a small section. No parking available, all street parking. |
| 27-1 | The homes are to small on to small of lots.
Access throughout the neighborhood is too tight. |
| 27-2 | I vote no on this plan. Who's paying to upgrade water supplies? (we need more wells) |
| 27-3 | Who's paying for the add services fire and police? Should be included in the home price, can you confirm? |
| 27-4 | It's unconstitutional to not let us speak at the meetings.
Voting No on the plan. |

Jim Halter
526 Lakeview Dr.
Brentwood Ca, 94513.
Resident of Brentwood since 1993



LETTER 27: JIM HALTER

Response to Comment 27-1

Please see MR-1.

Response to Comment 27-2

Please see MR-1. As detailed on page 3-8 of the Draft REIR, water and sewer service for the proposed project would be provided by the City of Brentwood. If not already completed by the City as part of the Sand Creek Road Extension project, the proposed project would include the extension of 16-inch water and 10-inch sewer lines within the portion of Sand Creek Road along the project frontage, which would then be connected to additional lines constructed within internal streets to serve the proposed development areas. The City of Brentwood General Plan anticipated development of the project site. As such, the existing and planned infrastructure in the project area is anticipated to have adequate capacity to serve the proposed project.

Response to Comment 27-3

As detailed on page 5-7 of the Draft REIR, the project would be required to pay development fees that support emergency police and fire services. The project's impacts to fire service would be reduced to a less-than-significant level through compliance with Mitigation Measures XV-1 and XV-2 of the Initial Study, which require the project applicant to: (a) pay a fire impact fee or other such amount necessary to fund developer's proportionate share of fire capital assets, and (b) participate in a Community Facilities District, which has been established by the Fire District and will include annual assessments in an amount sufficient to cover the service costs associated with the new residences. Similarly, Mitigation Measure XV-3 requires the project developer to pay the applicable mitigation fees to the City of Brentwood Police Department, thus reducing impacts related to police protection facilities to a less-than-significant level.

Response to Comment 27-4

The commenter states their opinion regarding their right to public comment. It should be noted that a public hearing will be held wherein the public will be invited to comment on the proposed project. However, the comment does not specifically address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project. Please see also MR-1.



Letter 28

From: noreply <noreply@brentwoodca.gov>
Sent: Friday, July 07, 2023 6:17 PM
To: Web Planning Division <Planning@brentwoodca.gov>
Subject: Bridle Gate

Message submitted from the <Brentwood, CA> website.

Site Visitor Name: Jodi Podesta
Site Visitor Email: Podesta03@sbcglobal.net

Hi Mr. Nolthenius,

28-1

I just wanted to express my opposition to the proposed Bridle Gate development. The increased traffic and our current level of fire protection are two major concerns.

Thank you.

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LETTER 28: JODI PODESTA

Response to Comment 28-1

Please see MR-1 and MR-2. In addition, please refer to Response to Comment 27-3.



Letter 29

From: Jorge Lopez <jlopez41584@yahoo.com>
Sent: Sunday, July 09, 2023 3:56 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate Community

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

29-1

I am a resident of Shadow Lakes community on W Country Club Dr. I am writing you this email begging you to reconsider the plans to establish an entrance to Bridal Gate at the intersection of San Jose Ave. and St. Regis Ave. The current traffic without this development is extremely challenging to navigate when school is in. It is a struggle to exit our driveway and to reach our house during drop off and pick up times as the traffic gets backed up from Balfour to the Stop sign on Presidio Dr. I

29-2

would be happy to discuss further, if needed, my contact information is below. Thank you for your time and consideration.

Kind regards,

Jorge Lopez
(415) 710-3405
jlopez41584@yahoo.com

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LETTER 29: JORGE LOPEZ

Response to Comment 29-1

Please see MR-1 and MR-2.

Response to Comment 29-2

The comment is a closing statement and does not specifically address the adequacy of the Draft REIR.



Letter 30

From: J T <jshy81@yahoo.com>
Sent: Sunday, July 09, 2023 7:26 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate Development

CAUTION – EXTERNAL SENDER

Hello,

30-1

I live in Shadow Lakes. I recently discovered you are voting on a new development for Bridal Gate. I find it absolutely ridiculous the council is even considering more house, when your lack of bringing jobs to this city is insane. You should concentrate on finding better businesses than fast food and 24 hour fitnesses to come into this city. Furthermore the traffic this proposed site will bring into the Shadow Lakes community is appalling. This is already a terribly designed area for the schools, which the city engineering department is well aware of already terrible. Adding to this already problematic issue should be a concern. Please do not allow this development or at a minimum do not allow an entrance to the development at San Jose & St. Regis.

Joshua Cannon

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LETTER 30: JOSHUA CANNON

Response to Comment 30-1

Please see MR-1 and MR-2.



Letter 31

From: Karan Mehindro <karanmehindro@gmail.com>
Sent: Friday, July 07, 2023 3:23 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Protesting against : Bridal gates community near shadow lakes.

CAUTION – EXTERNAL SENDER

Hello Eric,

As a shadow lakes resident I strongly protest against the Bridal Gate, a new 288 home development by Seeno at the intersection of San Jose Ave. & St. Regis Ave.

We moved to Shadow lakes to enjoy the peace and calm surroundings while having access to school. This is why we paid a premium to buy our house last year.

As it is we feel that the traffic has grown tremendously as people are trying to use all possible routes to get to heritage high and Adams middle.

31-1

This new community will add more traffic to Shadow lakes which will hamper our lifestyle and reasons for living here.

We understand that development is part of Brentwood's growth but not at the cost of residents' discomfort.

It may be better to give the new community access from Sand creek and not St regis as that will allow both communities to be happy.

I am happy to answer any questions for you on this matter.

Regards,

Karan Mehindro
925 588 3717

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LETTER 31: KARAN MEHINDRO

Response to Comment 31-1

Please see MR-1 and MR-2.



Letter 32

From: Karen Steiber <karensteiber@aol.com>
Sent: Sunday, July 09, 2023 11:52 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridle Gate

CAUTION – EXTERNAL SENDER

Good afternoon,

32-1

32-2

33-3

33-4

I am a homeowner of the end property on Astor Court, one of the most impacted streets by the proposed Bridle Gate Development. As conditions currently stand, the traffic during the week on San Jose and Regis Avenues is very busy due primarily due to school traffic that comes through these streets on the way to Heritage Highschool and Adam's Middle School. This proposed development will cause a dramatic increase in traffic and demand on the local roads impairing the already heavily busy neighborhood roads especially if this new development is zoned into the Brentwood schools of Heritage and Adams. The traffic on American Avenue can not tolerate an increase due to an increase in student population. As it currently stands, there is gridlock into and out of these schools and along Balfour, Roundhill, Presido, Regis, and San Jose Avenues. This traffic directly impacts residents ability to exit their driveways and streets at different times of day. The increase in demand on utilities, water, and air pollution from the construction and increased number of homes will be a negative to the surrounding communities. This land that is being proposed to be built upon, is home to many coyotes and wildlife that I witness every day. The destruction of their natural habitat will be a negative to this wildlife. I am completely opposed to such a massive community being constructed on this land. A much smaller community may be able to be tolerated by the roads, schools, utilities, etc. But this massive development is a negative to the already existing neighborhoods and it takes away open space which is already in short supply.

Karen Steiber

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LETTER 32: KAREN STEIBER

Response to Comment 32-1

Please see MR-2.

Response to Comment 32-2

Potential impacts relating to Air Quality, Greenhouse Gas Emissions, and Energy are evaluated in Chapter 4.1 of the Draft REIR. Potential impacts relating to Hydrology and Water Quality are evaluated in Chapter 5.6 of the Draft REIR, and impacts relating to Utilities and Service Systems are evaluated in Chapter 5.13 of the Draft REIR. As discussed in each of the aforementioned chapters, all potential impacts in the foregoing issue areas can be mitigated to a less-than-significant level. Please see also MR-1.

Response to Comment 32-3

Impacts to Biological Resources are evaluated in Chapter 4.2 of the Draft REIR. As detailed on page 4.2-44, the proposed project would be subject to applicable East Contra Costa County Habitat Conservation Plan/ Natural Community Conservation Plan (ECCC HCP/NCCP) Section 6.4.3 Species-Level Measures and Conservation Measures, which would ensure that all potential impacts to potentially affected species, land covers, and wetlands are reduced to a less-than-significant level.

Response to Comment 32-4

Please see MR-1.



Letter 33

From: Ken Hendrix <kenhendrix62@gmail.com>
Sent: Monday, July 10, 2023 11:33 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: BRIDLE GATE CONCERNS

CAUTION – EXTERNAL SENDER

Sent from [Mail](#) for Windows

Good morning,

33-1

I'm looking over the Bridle Gate proposal and our main concern is traffic on Saint Regis, Capilano and Presidio to and from Adams middle and Heritage High. Many people use this route as a main thoroughfare and the added load from this new development would exacerbate the problem. Presidio is too narrow in the area above the 3rd green for two-way traffic with the load on it already. I would like to see some kind of alternative to incentivize people to use another route. Maybe traffic calming along the route or make the narrow section one-way?

33-2

I do not know what the best solution is but I DO know that adding more families that will inevitably be using this route will be detrimental to the neighborhoods quality of life and safety.

33-3

I thank you in advance for taking the time to consider this situation going forward.

Best regards, Ken Hendrix

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LETTER 33: KEN HENDRIX

Response to Comment 33-1

Please see MR-2. The comment regarding a traffic calming alternative will be forwarded to the decisionmakers for their consideration of the proposed project.

Response to Comment 33-2

Please see MR-1.

Response to Comment 33-3

The comment is a closing statement and does not address adequacy of the Draft REIR.



Letter 34

-----Original Message-----

From: Larry <ldplate@yahoo.com>

Sent: Sunday, July 09, 2023 5:23 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

Eric,

34-1

I oppose this project! Please add me those that are against it.

34-2

A similar project on this property was rejected by the city council a few years ago as being a bad idea. How is this allowed to be proposed again?

34-3

A traffic study which only shows 17 cars per day coming out of the main entrance of St Regis and San Jose going to the middle school or high school is ludicrous. That study should be rejected by the city as flawed.

Larry

Sent from my iPad

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LETTER 34: LARRY (NO LAST NAME)

Response to Comment 34-1

Please see MR-1.

Response to Comment 34-2

The comment does not address the adequacy of the Draft REIR. Please refer to the Draft REIR, Chapter 1, Section 1.2, on page 1-1, for information on the background leading up to the most recent application submittal.

Response to Comment 34-3

Please see MR-2 regarding the erroneous assertion that 17 cars would be approaching the St. Regis and San Jose intersection.



Letter 35

From: Leslie Stanley <sfleslie@gmail.com>
Sent: Friday, July 07, 2023 5:50 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Concern over Seeno's Bridal Gate Developments entrance

CAUTION – EXTERNAL SENDER

Hello,

35-1

I live in Shadow Lakes, and am impacted by this school traffic every morning during the school year. I'm not sure who made the road to HHS and Adams one way in and only one way out - which is absurd - but this will cause additional grief and headaches. Please consider pushing alternate solutions.

Thank you for your time.

Leslie Stanley

35-2

For those who do not know, the entrance to Bridal Gate, a new 288 home development by Seeno, will be at the intersection of San Jose Ave. & St. Regis Ave. This leads to Roundhill Rd. and Presidio Dr. — an already a very popular route for traffic to and from Heritage and Adams Schools. The traffic continues through Shadow Lakes down to the intersection of West Country Club Dr. & Balfour Rd. by Willy's Bagels. There are frequently large traffic jams when school starts and ends – students and parents for Heritage and Adams schools are backed up at this intersection in both directions all along Balfour.

The city is considering the Bridal Gate development which will add more cars to this already busy route.

The Environmental Impact Review (EIR) section on traffic did not mention a need for mitigation for this area because it estimates only an addition of 17 cars coming from the new development.

One argument is that with the extension of Sand Creek Road over toward Heidorn (by Home Depot) there will be drivers going to Deer Valley to come to school. However, it is about twice as far to go that way as to go through Shadow Lakes. A question is: will people take the longer route?

Solutions:

- Don't allow the building of Bridal Gate at all.
- Do not have an entrance to the development on San Jose/St. Regis. Not only will it eliminate more school traffic, but also other traffic as they pass through Shadow Lakes to go elsewhere.

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LETTER 35: LESLIE STANLEY

Response to Comment 35-1

Please see MR-1 and MR-2.

Response to Comment 35-2

Please see MR-1 and MR-2. Additionally, please see response to Comments 20-3 through 20-5 above.



Letter 36

From: LN <lgerkna@sbcglobal.net>
Sent: Monday, July 10, 2023 2:24 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: RE: Bridle Gate DREIR Comments dated 7/10/2023

CAUTION – EXTERNAL SENDER

7/10/2023

To: Community Development Department
Attn: Erik Nolthenius, Planning Manager

- 36-1** I oppose the rezoning of land for the Bridle Gate project... to increase the number of homes to 286 homes. This 286 homes will substantially increase traffic through Brentwood Hills and Shadow Lakes.
- 36-2** Also, it is a concern that homes are being built on top of capped oil wells and in an area prone to flooding during heavy rains.
- 36-3** In regards to traffic concerns, already traffic is backed up/heavy on St Regis, Presidio, West Country Club, especially during school hours. So bad that many of us cannot back out of our driveway safely. I have attached a traffic study done on 8/18/2011 which shows how bad the traffic was then (2344 vehicles during 24 hour recording). The Highway 4 exit on Balfour has not made any difference. Since that study, the traffic has gotten worse. People prefer the short cut through Shadow Lakes and Brentwood Hills. The Environmental Impact Review (EIR) section on traffic did not mention a need for mitigation for this area because it estimates only an addition of 17 cars coming from the new development. This number is ridiculously low and not realistic. A proper study needs to be done. One argument the EIR give is that with the extension of Sand Creek Road over toward Heidorn (by Home Depot) there will be drivers going to Deer Valley to come to school. However, it is about twice as far to go that way as to go through Shadow Lakes. A question is: "Will people take the longer route?" A realistic answer is..."No!" Most people will take the short cut.
- 36-4** In regards to capped oil wells, see attachments (Map of oil wells in BG area and articles regarding toxic emissions from plugged/capped oil wells). Capped oil wells will leak eventually due to age of plug, poorly installed plugs, and shifts from ground movements. Homes should not be built on top of capped oil wells. If built on capped oil wells, then a fund (with inflation protection) needs to be established, ready to compensate the owners of those homes for any future issues with those capped oil wells and easy access to the wells available for any remediation work. However, it is more responsible if homes are not allowed to be built on capped oil wells.
- 36-5** Finally, the area proposed for homes has an area that is prone to flooding (see photo taken after last heavy rain). I understand drains will be used to mitigate the flooding concerns. But we know that drains get clogged and when there is heavy rain, maintenance crews will be overwhelmed with calls, those homes will very likely get flooded. I noticed recently it took many days before that "pond" was drained. Homes should not be built in areas prone to flooding.
- 36-6** I am against the Bridle Gate project's building of 286 homes. The DREIR does not accurately describe the potential traffic from the Bridle Gate project. And so no mitigation were provided. We do not want more traffic going through Shadow Lakes, Brentwood Hills. And please do not allow homes to be built on top of capped oil wells and in areas prone to flooding.

Thank you for reading and considering my input.

Sincerely,
Linda Nakaji



Letter 36 cont.

36-7

References:

Links to reports regarding capped oil wells:

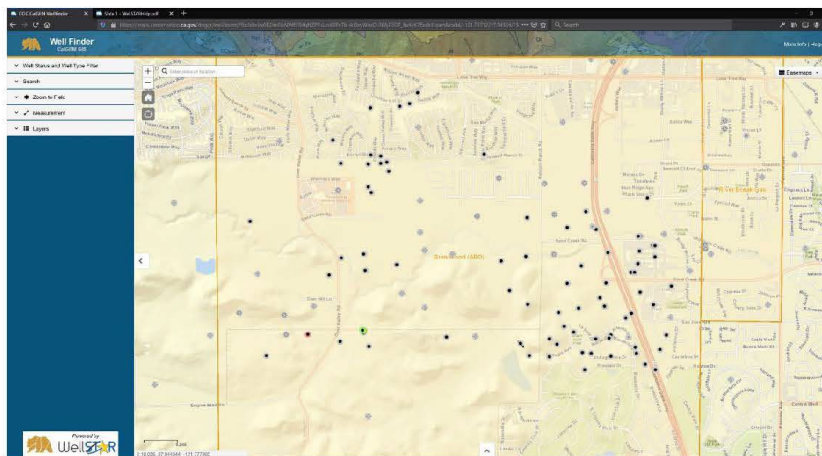
<https://www.denverpost.com/2021/07/30/reverse-setbacks-buffers-for-wells-drilling-new-homes/>
<https://www.pasadenastarnews.com/2019/03/05/what-toxins-are-being-emitted-from-la-countys-abandoned-oil-wells-a-lawmaker-wants-to-find-out/>
<https://www.fractracker.org/2019/03/failing-abandoned-wells/>
<https://insideenergy.org/2016/02/09/living-on-top-of-forgotten-oil-and-gas-wells/>

Attachments:

Photo of flooded Bridle Gate land. Taken from St Regis/San Jose on 1/20/23

Map of capped oil wells on the Bridle Gate land.

Traffic report for Presidio Drive from Brentwood's Traffic Division, 8/18/2011



Letter 36 cont.

36-8

Presidio Drive – Traffic Calming

In response to the petition the City of Brentwood received, a traffic review of Presidio Drive was completed. This review is for the section of Presidio Drive between Capilano Way and West Country Club Drive.

In keeping with the City's Traffic Calming Procedures the following steps were taken.

- 1) A 24 hour speed and volume study was conducted, (copy attached). This study indicated a traffic volume of 2344 vehicles. The heaviest volumes coincide with school start and finish times, 7 to 8 AM and 3 to 4 PM. This is mainly due to the use of Presidio Drive to access Adams Middle School and Heritage High School.
- 2) A request has been made to the Police Department to provide enforcement and to have their mobile radar trailer placed in order to inform drivers of their speed.
- 3) A speed bump evaluation was conducted, (copy attached). Due mainly to the steep grade (6.4% to 9.8%) and the volume in excess of 2000 vehicles per day speed bumps are not warranted for this section of Presidio Drive. The main reason for not placing speed bumps due to grade is that the design of a speed bump takes into account the ability to traverse the bump at 25 mph. On grades greater than 5% vehicles tend to bottom out while traversing the bumps causing damage to the vehicle and pavement.
- 4) Presidio Drive has been signed for 25 mph.
- 5) Presidio Drive has had edge lines painted along its entire length in order to delineate the parking area as well as to visually narrow the street.
- 6) The use of STOP signs in order to control speeding is not a recommended practice in that this has historically proven to be very ineffective.

Possible improvements could be to add a double yellow centerline (similar to Roundhill Drive) in order to further visually narrow the street and to paint "25" messages adjacent the existing 25 mph signs. Ongoing enforcement is also a potential solution.



Letter 36 cont.

36-8 cont.

Time/Speed Report

HI-Star ID: 3748	Begin: 08/18/2011 11:00 AM	End: 08/19/2011 11:00 AM
Street: Presidio Drive	Lane: uphill	Hours: 24:00
State: CA	Oper: SMK	Period: 60
City: Brentwood	Posted: 25	Raw Count: 1188
County: CCC	AADT Factor: 1	AADT Count: 1188

NC97 - mph	0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >	Total
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08/18/2011

[11:00 AM-12:00 PM]	0	0	1	1	9	11	3	0	0	0	0	0	0	0	0	25
[12:00 PM-01:00 PM]	0	1	2	4	6	7	4	1	0	0	0	0	0	0	0	25
[01:00 PM-02:00 PM]	0	0	5	7	14	17	19	1	0	1	0	0	0	0	0	64
[02:00 PM-03:00 PM]	0	2	5	7	20	13	10	1	1	0	0	0	0	0	0	59
[03:00 PM-04:00 PM]	0	0	14	32	113	73	21	7	2	0	0	0	0	0	0	262
[04:00 PM-05:00 PM]	0	2	5	6	23	13	10	4	3	0	0	0	0	0	0	66
[05:00 PM-06:00 PM]	0	1	7	13	42	25	5	2	0	0	0	0	0	0	0	95
[06:00 PM-07:00 PM]	0	2	9	19	33	24	8	0	0	1	0	0	0	0	0	96
[07:00 PM-08:00 PM]	0	4	4	12	25	12	5	2	1	1	0	0	0	0	0	66
[08:00 PM-09:00 PM]	0	1	1	5	4	8	1	1	0	1	0	0	0	0	0	22
[09:00 PM-10:00 PM]	0	0	2	3	5	6	1	1	0	0	0	0	0	0	0	18
[10:00 PM-11:00 PM]	0	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
[11:00 PM-12:00 AM]	0	0	2	1	0	4	1	0	0	0	0	0	0	0	0	8
	0	13	57	112	296	215	89	20	7	4	0	0	0	0	0	813

Daily Totals:	0	13	57	112	296	215	89	20	7	4	0	0	0	0	0	813
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08/19/2011

[12:00 AM-01:00 AM]	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	4
[01:00 AM-02:00 AM]	0	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7
[02:00 AM-03:00 AM]	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
[03:00 AM-04:00 AM]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
[04:00 AM-05:00 AM]	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
[05:00 AM-06:00 AM]	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	5
[06:00 AM-07:00 AM]	0	0	1	2	3	3	0	0	0	0	0	0	0	0	0	9
[07:00 AM-08:00 AM]	0	0	2	30	82	37	5	0	1	0	0	0	0	0	0	157
[08:00 AM-09:00 AM]	0	0	1	28	42	31	6	3	2	0	0	0	0	0	0	113
[09:00 AM-10:00 AM]	0	1	1	4	5	13	1	1	1	0	0	0	0	0	0	27
[10:00 AM-11:00 AM]	0	0	2	5	16	12	5	0	0	0	0	0	0	0	0	40
	0	1	9	72	159	98	17	5	4	0	0	0	0	0	0	365

Daily Totals:	0	1	9	72	159	98	17	5	4	0	0	0	0	0	0	365
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Report Totals:	0	14	66	184	455	313	106	25	11	4	0	0	0	0	0	1178
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Report Percentages:	0.00%	1.19%	5.60%	15.62%	38.62%	26.57%	9.00%	2.12%	0.93%	0.34%	0.00%	0.00%	0.00%	0.00%	0.00%	
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Time/Speed Report - HI-Star ID: 3748

Page 1 of 1
08/22/2011



Letter 36 cont.

36-8 cont.

Time/Speed Report

HI-Star ID: 3365	Begin: 08/18/2011 11:00 AM	End: 08/19/2011 11:00 AM
Street: Presidio Drive	Lane: downhill	Hours: 24:00
State: CA	Oper: SMK	Period: 60
City: Brentwood	Posted: 25	Raw Count: 1156
County: CCC	AADT Factor: 1	AADT Count: 1156

NC97 - mph	0 to 9	10 to 14	15 to 19	20 to 24	25 to 29	30 to 34	35 to 39	40 to 44	45 to 49	50 to 54	55 to 59	60 to 64	65 to 69	70 to 74	75 >	Total
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08/18/2011

[11:00 AM-12:00 PM]	0	0	1	2	4	13	0	0	0	0	0	0	0	0	0	20
[12:00 PM-01:00 PM]	0	0	2	4	10	11	1	2	0	0	0	0	0	0	0	30
[01:00 PM-02:00 PM]	0	1	1	4	14	6	3	0	1	0	0	0	0	0	0	30
[02:00 PM-03:00 PM]	0	0	6	22	33	31	4	4	1	0	0	0	0	0	0	101
[03:00 PM-04:00 PM]	0	0	13	37	55	45	12	4	1	2	0	0	0	0	0	169
[04:00 PM-05:00 PM]	0	0	4	6	30	14	4	2	0	0	0	0	0	0	0	60
[05:00 PM-06:00 PM]	0	1	4	18	30	20	4	2	0	0	0	0	0	0	0	79
[06:00 PM-07:00 PM]	0	1	4	10	32	14	3	2	0	1	0	0	0	0	0	67
[07:00 PM-08:00 PM]	0	0	3	23	17	13	1	1	0	0	0	0	0	0	0	58
[08:00 PM-09:00 PM]	0	0	4	20	17	3	1	1	1	0	0	0	0	0	0	47
[09:00 PM-10:00 PM]	0	0	2	6	8	4	3	0	0	1	0	0	0	0	0	24
[10:00 PM-11:00 PM]	0	0	0	5	4	2	0	0	0	0	0	0	0	0	0	11
[11:00 PM-12:00 AM]	0	0	0	1	6	0	0	0	0	0	0	0	0	0	0	7
	0	3	44	158	260	176	36	18	4	4	0	0	0	0	0	703

Daily Totals:	0	3	44	158	260	176	36	18	4	4	0	0	0	0	0	703
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08/19/2011

[12:00 AM-01:00 AM]	0	0	2	1	2	1	0	0	0	0	0	0	0	0	0	6
[01:00 AM-02:00 AM]	0	0	0	2	2	1	0	0	0	0	0	0	0	0	0	5
[02:00 AM-03:00 AM]	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
[03:00 AM-04:00 AM]	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
[04:00 AM-05:00 AM]	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
[05:00 AM-06:00 AM]	0	0	1	2	4	1	0	0	0	0	0	0	0	0	0	8
[06:00 AM-07:00 AM]	0	0	0	1	4	2	3	2	0	0	0	0	0	0	0	12
[07:00 AM-08:00 AM]	0	2	5	56	114	59	13	4	1	1	0	0	0	0	0	255
[08:00 AM-09:00 AM]	0	0	5	22	30	18	5	1	0	0	0	0	0	0	0	81
[09:00 AM-10:00 AM]	0	0	0	10	10	10	4	1	0	0	0	0	0	0	0	35
[10:00 AM-11:00 AM]	0	0	1	9	7	11	3	0	0	0	0	0	0	0	0	31
	0	2	15	104	178	104	28	8	1	1	0	0	0	0	0	441

Daily Totals:	0	2	15	104	178	104	28	8	1	1	0	0	0	0	0	441
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Report Totals:	0	5	59	262	438	280	64	26	5	5	0	0	0	0	0	1144
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Report Percentages:	0.00%	0.44%	5.16%	22.90%	38.29%	24.48%	5.59%	2.27%	0.44%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
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Time/Speed Report - HI-Star ID: 3365

Page 1 of 1
08/22/2011



Letter 36 cont.

36-8 cont.



SPEED BUMP – WORKSHEET

Street name Presidio Drive

Street characteristics (all seven characteristics must be met to be considered for the placement of speed humps)

2 lanes (40 feet wide, maximum)	<input checked="" type="radio"/> YES	NO
Not a truck, bus (school or public) or emergency route	<input checked="" type="radio"/> YES	NO
Improved with curb and gutter	<input checked="" type="radio"/> YES	NO
25 mph speed limit	<input checked="" type="radio"/> YES	NO
Grade less than 5%	<input checked="" type="radio"/> YES	<input checked="" type="radio"/> NO
Minimum length of 750 feet	<input checked="" type="radio"/> YES	NO
Volumes between 500 and 2,000 vehicles per day	YES	<input checked="" type="radio"/> NO

FACTORS

85% speed exceeds 32 mph	<u>34.3</u>	<input checked="" type="radio"/> YES	NO
50% of vehicles exceed 25 mph	<u>28.3</u>	<input checked="" type="radio"/> YES	NO

APPROVAL

Streets that meet the above qualifications will be considered for the placement of speed humps. The City will mail a speed hump inquiry to the affected property owners (residents of the street as well as any cross street required to traverse the humps) and determine if the required approvals have been met.

67% of street residents approve in writing	_____	YES	NO
75% of residents fronting the speed hump agree with placement	_____	YES	NO



Letter 36 cont.

36-8 cont.

If the placement of speed humps on the above street may result in the diversion of traffic, what road/roads would be adversely affected: _____

Are the affected roads local roads (residential) YES NO

If yes, then the affected residents shall be notified of the possibility of placing speed humps and its possible diversion of traffic. Staff shall also conduct a traffic study to determine the possible impacts. Although they will not vote on the approval, they will be given an opportunity to voice any concerns. These concerns may be taken into account when the City considers placing speed humps. Traffic diverted to any road other than local or residential (collector, arterial, etc.) will not involve the notification.



LETTER 36: LINDA NAKAJI

Response to Comment 36-1

Please see MR-1 and MR-2. It should be noted that the proposed project does not include a rezone.

Response to Comment 36-2

Potential impacts related to oil wells are addressed in Chapter 4.3, Hazards and Hazardous Materials, of the Draft REIR, and potential impacts related to flooding are addressed in Chapter 5, Effects Not Found to be Significant, of the Draft REIR.

Response to Comment 36-3

Please see MR-2.

Response to Comment 36-4

The project would be required to comply with Mitigation Measure 4.3-2, which would require proof to the satisfaction of the City Engineer that all planned development on-site is at least 10 feet from any abandoned oil wells, and that any abandoned oil pipelines within the project site are removed in consultation with the Contra Costa County Environmental Health Department. Compliance with Mitigation Measure 4.3-2 would reduce the potential for 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 to a less-than-significant level.

Response to Comment 36-5

Impacts related to flooding and drainage impacts are addressed in Section X, Hydrology and Water Quality, of the Initial Study prepared for the proposed project. As discussed therein, while the 100-year flood plain is located near the project site, the proposed project does not include development within the 100-year flood zone. In addition, the Initial Study requires the implementation of Mitigation Measure X-8, which requires the project applicant to prepare and submit, for the City's review, a Stormwater Control Operation and Maintenance Plan, as well as a draft Stormwater Facilities and Maintenance Plan. As part of implementing the forgoing Plans, the project applicant would be required to conduct maintenance for clogged drains. Therefore, flooding and draining impacts of the proposed project have been adequately addressed.

Response to Comment 36-6

Please see Responses to Comments 36-2, 36-3, 36-4, MR-1, and MR-2.

Response to Comment 36-7

The comment presents links and photos in support of previous comments. The comment does not specifically address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 36-8

The comment presents a previous traffic analysis for an unrelated project. The comment does not specifically address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.



Letter 37

From: Lori Cook <lcCook8677@gmail.com>
Sent: Friday, July 07, 2023 2:15 PM
To: Web Planning Division <Planning@brentwoodca.gov>
Cc: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridle Gate Project

CAUTION – EXTERNAL SENDER

- 37-1** To Whom It May Concern: Bridle Gate housing development project is a bad proposition for Brentwood. This development will impact the entire city, not only the west side, and most importantly it stomps on our Brentwood General Plan (GP) Policies and Goals. 1) NO REZONE!
- 37-2** Number of homes in the Project up from zoned 166 to 286. This will result in additional 921
- 37-3** residents for the City of Brentwood that will overwhelm our infrastructure, schools, police and fire services. 2) Building this development will overwhelm our schools that are already crowded, as
- 37-4** the school site previously promised, was eliminated. 3) The environmental report concludes that it will be Significant Impact (see Appendix C starting page 354) on NOISE, Air quality, biological
- 37-5** resources, energy (electricity, natural gas, and oil) and water resources if this project materializes.
- 37-6** Also let us not forget, Seeno Homes sued the City of Brentwood for rejecting their application a couple of years ago. However, City of Brentwood won that lawsuit
- 37-7** I urge you to say NO on the above project on behalf of the citizens of Brentwood!

Lori A. Cook
350 Essex Drive
Brentwood

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LETTER 37: LORI COOK

Response to Comment 37-1

Please see MR-1.

Response to Comment 37-2

As detailed in Section 5.7, page 5 of the Draft REIR, the proposed project would be consistent with the land use type and intensity typical of the City's Residential-Low Density (R-LD), Permanent Open Space (P-OS), and Park (P) General Plan land use designations, which are the designations of the on-site portions proposed for development. It should be noted that the proposed project does not require a rezone, as discussed in Chapter 1 of this Final REIR.

Response to Comment 37-3

As detailed in Section 1.3, page 1-2, of the Final REIR, the proposed project includes the construction of 272 single-family residences and would be consistent with the General Plan land use designation for the project site; thus, the proposed project would not directly or indirectly induce substantial unplanned population growth. In addition, please refer to Response to Comment 7-3 and 27-3.

Response to Comment 37-4

As detailed on page 5-8 of the Draft REIR, the project would be required to comply with Mitigation Measure XV-4, which requires the project to pay applicable fees to the Liberty Union High School District and the Brentwood Union School District, thus reducing impacts to a less-than-significant level.

Response to Comment 37-5

Please refer to Sections 4.1, 4.2, 4.4, and 5.13 of the Draft REIR for full discussions regarding potential impacts to Air Quality, Biological Resources, Noise, and Utilities and Service Systems. Contrary to the comment, with the implementation of mitigation measures, project specific and cumulative impacts are found to be less than significant for all the listed impact areas.

Response to Comment 37-6

The comment does not address the adequacy of the Draft REIR. The comment is noted for the record and will be forwarded to the decision-makers as part of their consideration of the proposed project.

Response to Comment 37-7

Please see MR-1.



Letter 38

-----Original Message-----

From: Marianne Marsano <memarsano@gmail.com>

Sent: Sunday, July 09, 2023 9:07 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

38-1

Please do not allow the development. As a home owner in Shadow Lakes I think there is already too much traffic cutting through Shadow Lakes now.

Thank you for your consideration.

Sent from my iPhone

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LETTER 38: MARIANNE MARSANO

Response to Comment 38-1

Please see MR-1 and MR-2.



Letter 39

From: Ehsan, Mo <m.ehsan@quadiant.com>
Sent: Friday, July 07, 2023 5:16 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Shadow Lakes Homeowner - Bridal Gate

CAUTION – EXTERNAL SENDER

Hi Eric,

39-1

I would like to urge that you do not allow them to build Bridal Gate at all. The traffic is horrendous in Shadow Lakes (San Jose Ave., St Regis Ave., Roundhill Rd., Presidio, West Country Club Dr. and Balfour Rd.), especially during the school year.

39-2

If you cannot put a stop to the 288 home development, then please Do not have an entrance to the development into Shadow Lakes, San Jose Ave. and St. Regis.

39-3

Thank you for your continued patience and support!

Take care,

Mo Ehsan



LETTER 39: MO EHSAN

Response to Comment 39-1

Please see MR-1 and MR-2.

Response to Comment 39-2

Please see MR-2.

Response to Comment 39-3

The comment is a closing statement and does not address the adequacy of the Draft REIR.



Letter 40

From: Nichele Garber <4garbers@gmail.com>
Sent: Saturday, July 08, 2023 9:57 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate Development

CAUTION – EXTERNAL SENDER

Hello Eric,

40-1

I am writing to you in regards to the possibility of 288 new homes being built by Seeno Homes, known as Bridal Gate, at the intersection of San Jose Ave. and St. Regis Ave. here in Brentwood. I have lived in Shadow Lakes for 15 years. In those 15 years we have seen the growth of hundreds of cars driving through our neighborhood as well as driving on Balfour Road and American Avenue to Adams Middle School and Heritage High School. The traffic is not just awful, it is dangerous. My children

40-2

went to Adams several years ago and living 2 blocks up from Balfour on Lundin Lane off of West Country Club it had taken no less than 30 minutes to get them to school. When our son decided to go to Liberty High School I would turn left off of our street, after it took me 10 minutes to get out of our driveway, and drive up the wrong side of the road to get to the stop sign at Lundin Lane and West Country Club due to all of the traffic on our street as it is used as a "shortcut" to West Country Club. I would drive through Shadow Lakes via Lakeview Dr to East Country Club, where I would drop our daughter off with her musical instrument, a French Horn, that she couldn't carry by herself, with my girlfriend whose daughter was also in my daughters class at Adams. I then turned left onto Balfour Road and proceeded to Liberty. By the time I got back to my house from dropping our son off at Liberty my friend with our daughters was just getting to Adams. That was from East Country Club up to Adams. Since then, our daughter graduated from Liberty in 2021, the traffic has gotten



Letter 40 cont.

- 40-2
cont. much, much worse. We know not to have to be somewhere or leave our house or try to get home between 7:30-8:45am and 2:45-4:00pm. God help us there is an emergency near us as the
- 40-3 Emergency vehicles will take an additional 15 minutes or more, depending on if the cars actually move to the right as they are supposed to, but don't always. I realize that the EIR estimates
- 40-4 only 17 more cars, but I am going to suggest that that number is grossly underestimated having seen for myself the amount of cars that have continued to increase over time we have lived here. The
- 40-5 traffic through Shadow Lakes, which everyone will be coming through to get to Adams and Heritage, is out of control, not to mention the traffic on Balfour and American Ave. While I have heard that having Sand Creek Road open through to Deer Valley will be happening, the chances of people actually driving on Deer Valley, a dangerous road without traffic, we have had a few friends hit head on there, is not likely. However even if they do drive that way, you are still putting all of those cars onto Balfour and American Avenue, again increasing the amount of cars on those roads.
- 40-6 I am encouraging you to not allow the building of a new housing development there. If you do feel it needs to happen then I do think you should not have an entrance to the development at San Jose and St. Regis. That will at least prevent some of the cars coming through our neighborhood. I would also like to encourage
- 40-7 you to not allow it due to the fact that our schools are so impacted. Having to add portable classrooms to schools to be able to accommodate all of the students is awful. Adding elementary schools to accommodate the overflow of students does not help the 3 Junior Highs and 3 High Schools, one being shared with all of the Oakely residents, accommodate more students, it just makes it worse.



Concerned Shadow Lakes Residence,

~Nichele

"I would rather live my life as if there is a God, and die to find out there isn't, than live my life as if there isn't, and die to find out there is."

--

~Nichele

"I would rather live my life as if there is a God, and die to find out there isn't, than live my life as if there isn't, and die to find out there is."

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LETTER 40: NICHELE GARBER

Response to Comment 40-1

The comment is an introductory statement and does not address the adequacy of the Draft REIR.

Response to Comment 40-2

Please see MR-2.

Response to Comment 40-3

As detailed on page 4.5-18 of the Draft REIR, the project would not include any substantial modifications to the planned roadway system in the project area. The width of the access points would be able to accommodate emergency vehicles, and the number of access points would be sufficient to provide emergency services to the proposed project. Issues related to drivers breaking laws pursuant to California Vehicle Code Section 21806 and not yielding the right-of-way to approaching emergency vehicles is outside of the scope of CEQA and beyond the impacts associated with the proposed project. Additionally, it should be noted that all internal roadways would be subject to the City of Brentwood Design Guidelines and undergo Design and Site Development Review pursuant to Chapter 17.820 of the Brentwood Municipal Code. Compliance with such would ensure that all access points and internal roadways would be safely designed so as not to create any hazardous design elements or limit access to emergency vehicles.

Additionally, as detailed on page 3.3-21 of the Draft REIR, the proposed project, as designed, would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Therefore, a less-than-significant impact would occur with respect to emergency vehicle response time.

Response to Comment 40-4

Please see MR-2.

Response to Comment 40-5

Please see MR-2.

Response to Comment 40-6

Please see MR-1 and MR-2.

Response to Comment 40-7

Please refer to Response to Comment 7-3.



Letter 41

-----Original Message-----

From: Nicole Hennessey <hennessey.nicole@outlook.com>

Sent: Sunday, July 09, 2023 10:22 AM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Opposition to Bridle Gate

CAUTION – EXTERNAL SENDER

Hello-

41-1

Writing to oppose the new development planned called Bridle Gate. The area is already at max capacity with traffic to schools and hospitals. Please stop building beyond what our roads can handle.

If you have any further questions please feel to reach out.

Nicole Hennessey
610 Valley Green Dr

Sent from my iPhone

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LETTER 41: NICOLE HENNESSEY

Response to Comment 41-1

Please see MR-1, MR-2, and Response to Comment 7-3. Regarding impacts to traffic traveling to schools and hospitals, as noted in MR-2, LOS concerns are not addressed under CEQA Guidelines. However, the 2020 Traffic Impact Report accounts for existing volumes, which includes school and hospital trips, pursuant to CCTA methodology.



Letter 42

From: Pete Andrea <pete308@gmail.com>
Sent: Sunday, July 09, 2023 1:10 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Cc: jbryant@brentwoodca.gov:
Subject: Consideration to Bridal Gate

CAUTION – EXTERNAL SENDER

Hello Eric;

- 42-1** I would like to take this opportunity to voice my concern along with several of neighbor's concern about the traffic congestion that would totally change the quality of life around the Shadow Lakes & Brentwood Hills existing development. The entry to the Bridal Gate development at St. Regis and San Jose Ave will be a total nightmare for the people that reside around these areas. It is already heavily congested with traffic to the High School, Middle School and everyone else trying to cut through the Raley's parking lot coming up the back side to get to Balfour Road. The Environmental Impact Study mentions and increase of 17 vehicles
- 42-2** through that area, which cannot possibly be accurate based on the number of homes (288 homes) added by the building of Bridal Gate. Please reconsider changing the entry access to the development or perhaps, cancel the entire plan and move it to another location. The
- 42-3** traffic on the north side of Brentwood is already a disaster thanks to the poor planning from years ago of having a high school and a middle school on the same road with only one access in and out. I urge you not to make it worse. Thank you for your time. Have a great day.

Pete

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LETTER 42: PETE ANDREA

Response to Comment 42-1

Please see MR-2.

Response to Comment 42-2

Please see MR-2.

Response to Comment 42-3

Please see MR-1 and MR-2.



CAUTION – EXTERNAL SENDER

43-1

Please don't put an entrance to the development on St
Regis!!! 🏠🏠🏠👩👩👩👎👎👎🚚🚚🚚👎👎👎. Only access off ByPass 4. Thanks

Sent from my iPhone

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LETTER 43: RICHARD HALL

Response to Comment 43-1

Please see MR-2.



Letter 44

From: Robert Leuer <rleuer@gmail.com>
Sent: Monday, July 10, 2023 11:21 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridle Gate Project

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

44-1

I asking you to reject the revised Bridle Gate Housing Project as proposed by Seeno/Discovery Homes. Once again the developer substantially added more homes to the project and simultaneously took away amenities like Schools, Parks etc.. The additional housing load is completely unacceptable. I live in West Brentwood near Heritage High School and the existing traffic congestion is insufferable. Many days it can take over a half hour to forty minutes to traverse Balfour to Hwy 4 do to school congestion. Adding more homes will just further lessen the quality of life for those of us living with bad planning decisions and designs of the past.

44-2

In addition to traffic, the additional housing load ties up police, fire and utilities, all of which are short in supply. Please reject the proposal by Seeno/Discovery and protect the interest of our cities existing residents and not those of a overbearing developer.

Thank you,

Robert Leuer
655 English Oak Ct.
Brentwood

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LETTER 44: ROBERT LEUER

Response to Comment 44-1

Please see MR-1 and MR-2.

Response to Comment 44-2

Please see MR-1. In addition, please refer to Response to Comments 27-2 and 27-3 above.



Letter 45

From: Rosemary Wallpe <rosebob4@hotmail.com>
Sent: Sunday, July 09, 2023 3:17 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: TRAFFIC through Shadow Lakes!

CAUTION – EXTERNAL SENDER

45-1

Eric Nolthnius, This development Bridal Gate needs mitigation for the area. This whole concept that there will be only a small amount of cars coming from an area that has 288 homes is ridiculous and a LIE. Really this is all that will come from there? If each home has only 2 cars coming from there it will be at least 576 plus! Plus all the children going to school at Heritage and Adams. What can Brentwood's planning be doing beside planning a disaster???????

45-2

You all need to get your facts and heads on straight. My husband and I are in our 80's and have to plan when we can leave our home now because of the traffic. This is not what we expected when we moved here. You and the rest of this so called planning need to think of the people and families that live here now, instead of creating a disaster that will cause more problems that can't be fixed.

Rosemary Wallpe

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LETTER 45: ROSEMAREY WALLPE

Response to Comment 45-1

Please see MR-2.

Response to Comment 45-2

Please see MR-1.



Letter 46

From: sarah cruz <pao.cruz@yahoo.com>
Sent: Friday, July 07, 2023 5:26 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate

CAUTION – EXTERNAL SENDER

Good afternoon,

46-1 New developments would be good for city of Brentwood but please consider the residents who are already living in the area where Bridal Gate will be built. The routes to get out of Shadow Lakes are very busy specially on school days.

46-2 Please do not allow the building of Bridal Gate or do not have an entrance to the development on San Jose/St. Regis.

46-3 Thank you for your understanding and consideration.

Sarah Quiambao

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LETTER 46: SARAH QUIAMBAO

Response to Comment 46-1

Please see MR-2.

Response to Comment 46-2

Please see MR-1 and MR-2.

Response to Comment 46-3

The comment is a closing statement and does not address the adequacy of the Draft REIR.



Letter 47

From: Scott Hill <shilljhl@earthlink.net>
Sent: Thursday, July 06, 2023 4:26 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate Development - Concerns w/High Traffic through Shadow Lakes
Importance: High

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

- 47-1** We have been long time residents of Shadow Lakes, prior to Heritage and Adams School even being developed. We have seen a lot of growth in Brentwood and we are all for growth in Brentwood, when it is managed correctly. We are very concerned with this new Bridal Gate 288 home development by Seeno and the additional traffic it will cause by our home in Shadow Lakes. Our home is located one house off of West Country Club Drive. With both schools open and more students coming in from other areas now, the traffic on West Country Club Dr. has dramatically increased. I notice in the morning that traffic now backs up from Balfour, all the way up West Country Club Drive and continues up Presidio Drive. We are getting way too much traffic as it is now and with this new development it will definitely create even more of a bottleneck. How could it not. Additionally if this development goes in, we will
- 47-2** see Deer Valley School student drivers and parents now going through our streets, as a shortcut to get to their school, as it are shorter than the extension of Sand Creek Road over toward Heidorn to get to and from school.
- 47-3** I cannot believe that the EIR is not looking at the impact to our streets and only estimates 17 cars coming from this new development. This EIR needs to look at this. We will definitely be impacted with
- 47-4** far more traffic with this new development going in. I am already having to drive a different route now to get onto hwy 4 in the morning to get to work, as going down West Country Club Drive in the morning is a complete nightmare and I am late to work if I go that way. I am open for the two solutions to either
- 47-5** Not allow this builder to build in this location or to Not have an entrance to the development on San Jose/St. Regis.
- 47-6** I look forward to your response and recommend looking further into this and make the right decision for our small community.

Thank you,

Scott Hill

2831 Canwick Lane
Brentwood, CA 94513

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LETTER 47: SCOTT HILL

Response to Comment 47-1

Please see MR-2.

Response to Comment 47-2

Please see MR-2.

Response to Comment 47-3

Please see MR-2.

Response to Comment 47-4

Please see MR-2.

Response to Comment 47-5

Please see MR-1 and MR-2.

Response to Comment 47-6

Comment is a closing statement and does not address the adequacy of the Draft REIR.



Letter 48

-----Original Message-----

From: Shannon Huovinen <shannonhuovinen@yahoo.com>

Sent: Thursday, July 06, 2023 6:50 PM

To: Nolthenius, Erik <enolthenius@brentwoodca.gov>

Subject: Vote for the Bridal Gate plan

CAUTION – EXTERNAL SENDER

48-1

My vote is to not have it built at all. There is so much traffic as it is. I'm not sure if we are supposed to just email this to you or if there is something else we need to do. Please let me know. Thank you!

Sincerely,
Shannon Huovinen

Sent from my iPhone



LETTER 48: SHANNON HUOVINEN

Response to Comment 48-1

Please see MR-1 and MR-2.



Letter 49

From: susanrharper@comcast.net <susanrharper@comcast.net>
Sent: Thursday, June 15, 2023 6:18 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal Gate Problem

CAUTION – EXTERNAL SENDER

49-1

The entrance to Bridal Gate, the new 288 home development from Seeno, will be at the intersection of San Jose Ave & St. Regis Ave. This leads to Roundhill Rd and Presidio Dr. which are already a very popular route for traffic to and from Heritage and Adams Schools. The traffic continues through Shadow Lakes down to the intersection of West Country Club Dr. & Balfour Rd. by Willy's Bagels. This is also known as one of the biggest traffic jams in Brentwood – when school starts and ends – students and parents for Heritage and Adams schools are backed up at this intersection in both directions all along Balfour.

49-2

This problem about the inadequate and poor planning that only provided one road (American Ave) into and out of the combined schools has never been solved despite efforts of changing the school starting times, adding stop signs on American Ave., and wondering what would happen if there was ever a disaster at either of the two schools! Result...no solution!

49-3

Now the city is considering the Bridal Gate Development which will add more cars to this already busy route.

49-4

The Environmental Impact Review (EIR) section on traffic did not mention a need for mitigation for this area because it estimates only an addition of 17 cars coming from this development. Really???? I am sure they have some models they use to determine these things, but as evidenced when they built the new schools, could their model be faulty? My guess is YES.

49-5

One argument is that with the extension of Sand Creek Road over toward Heidorn (by Home Depot) there will be drivers going to Deer Valley to come to school. However, it is about twice as far to go that way as to go through Shadow Lakes. So common sense tells you people will take the shortest route through Shadow Lakes. More speeders! More cars!

Solutions:

- 1) Don't allow the building of Bridal Gate at all. Probably not likely but the best one as we don't need more housing to strain our already overworked infrastructure – police, fire, overcrowded schools.
- 2) Simply do not have an entrance to the development on San Jose/St. Regis. Not only will it eliminate more school traffic, but also other traffic as they pass through Shadow Lakes to go elsewhere.

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LETTER 49: SUSAN HARPER

Response to Comment 49-1

Please see MR-2.

Response to Comment 49-2

The comment does not specifically address the adequacy of the Draft REIR. The comment has been noted for the record and will be forwarded to decision-makers as part of their consideration of the proposed project.

Response to Comment 49-3

Please see MR-2.

Response to Comment 49-4

Please see MR-2.

Response to Comment 49-5

Please see MR-1 and MR-2.



Letter 50

From: Tess Ting-Padar <tessting2000@gmail.com>
Sent: Friday, July 07, 2023 12:33 AM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Against the building of Bridal Gate

CAUTION – EXTERNAL SENDER

Dear Eric

We are residents at Shadow Lakes. We relocated from the busy, congested Fremont Mission district and really enjoy the leisure and nature enriched Shadow Lakes community.

We don't need more traffic and reckless parents rushing thru our peaceful community.

We are AGAINST the building of Bridal Gate. Please block the proposal!

Hope our voice can be heard. Thank you!

Thanks,
Tess and Peter

Sent from my iPhone

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LETTER 50: TESS & PETER TING-PADAR

Response to Comment 50-1

Please see MR-1 and MR-2.



Letter 51

From: tlee_z@yahoo.com <tlee_z@yahoo.com>
Sent: Friday, July 07, 2023 9:18 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Against to have an entrance to the development on San Jose/St. Regis

CAUTION – EXTERNAL SENDER

Hello Mr. Eric Nolthenius,

51-1

My name is Tony Lee, I am the home owner of 334 Roundhill Dr. Brentwood.

I am against the entrance to Bridal Gate, a new 288 home development by Seeno.

51-2

This development will be at the intersection of San Jose Ave. & St. Regis Ave. This leads to Roundhill Dr. and Presidio Dr. — an already a very popular route for traffic to and from Heritage and Adams Schools. The traffic continues through Shadow Lakes down to the intersection of West Country Club Dr. & Balfour Rd. by Willy's Bagels. There are frequently large traffic jams when school starts and ends — students and parents for Heritage and Adams schools are backed up at this intersection in both directions all along Balfour.

The Environmental Impact Review (EIR) section on traffic did not mention a need for mitigation for this area because it estimates only an addition of 17 cars coming from the new development.

One argument is that with the extension of Sand Creek Road over toward Heidorn (by Home Depot) there will be drivers going to Deer Valley to come to school. However, it is about twice as far to go that way as to go through Shadow Lakes. A question is: will people take the longer route?

In conclusion, we do not want to have an entrance to the development on San Jose/St. Regis.

Regards,
Tony Lee
(408)386-4156

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LETTER 51: TONY LEE

Response to Comment 51-1

Please see MR-1.

Response to Comment 51-2

Please see MR-2.



Letter 52

From: toranhansen@yahoo.com <toranhansen@yahoo.com>
Sent: Thursday, July 06, 2023 4:40 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: new Bridal Gate development

CAUTION – EXTERNAL SENDER

Dear Mr. Nolthenius,

52-1

My name is Dr. Toran Hansen and I live in Shadow Lakes. My homeowner's association just brought the Bridal Gate development (at San Jose and St. Regis) to my attention and suggested contacting you for a comment. I understand the need to continue to develop Brentwood and I am not opposed to the development in principle. I would just like to concur with the HOA that this could lead to greater traffic congestion for school pick up and drop off in Shadow Lakes. To help mitigate this, I would suggest modifying the existing road structure (perhaps adding an additional road around the hill and past the park to get to Balfour, as using the new Sand Creek extension to Deer Creek Rd. seems like too far of a diversion to seem plausible) or finding a way to bus more kids (e.g. free bussing). The additional concern

52-2

that I would have would be that the development looks particularly dense, so I would suggest having additional park/recreational space in the development as part of the plan. The other thing, which I'm sure has been considered already, is that much of this area was covered in standing water during the rains that we had last year and that drainage seems like it could be a significant concern for some of the properties.

52-3

52-4

Anyways, those are my views on the development. Thanks for listening.

Sincerely,
Toran

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LETTER 52: TORAN HANSEN

Response to Comment 52-1

Please see MR-1 and MR2. It should be noted that access to the proposed project site would be provided by an extension of Sand Creek Road to connect to one of the new internal roadways, as well as the proposed extension of San Jose Avenue and St Regis Avenue. Please see page 3-8 of the Draft REIR for a full discussion of Access and Circulation pertaining to the proposed project.

Response to Comment 52-2

As detailed on page 5-8 of the Draft REIR, Chapter 16.150 of the City's Municipal Code specifies that subdivision projects including more than fifty parcels are required to dedicate 0.0160 acre of land per dwelling unit for park purposes; therefore, the proposed project would be required to provide at least 4.35 acres of parkland (272 residential units x 0.0160 acre of parkland). As part of the proposed project, a total of 8.49 acres of land located within the project site would be dedicated to the City of Brentwood for use as public parks. As such, the proposed project would include an amount of parkland for the estimated number of residents in compliance with the City's parkland dedication requirements.

Response to Comment 52-3

Potential impacts related to Hydrology and Water Quality are addressed in Section X, Hydrology and Water Quality, of the Initial Study prepared for the proposed project.

Response to Comment 52-4

The comment is a closing statement and does not address the adequacy of the Draft REIR.



Letter 53

From: treesha medeiros <tsim323@gmail.com>
Sent: Thursday, July 06, 2023 5:08 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>
Subject: Bridal gate

CAUTION – EXTERNAL SENDER

53-1

Hi. I live on Roundhill Dr. and see the traffic that occurs during school days. People use Roundhill as a cut through street to get to and from Heritage and Adams. Getting in and out of my driveway at these times can be hectic. Another development will just be a nightmare to our street. It's bad enough that people go right thru the stop signs as if they weren't there. Before adding more housing, expand the roads (Vasco) to lessen traffic. Find a solution to school traffic in shadow lakes. It's ridiculous that it takes me almost 30mins to get my son to school when I only live maybe 5mins away!

Best regards,

Treesha Medeiros

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LETTER 53: TREESHA MEDEIROS

Response to Comment 53-1

Please see MR-2.



Letter 54

From: "Nolthenius, Erik" <enolthenius@brentwoodca.gov>
Date: July 25, 2023 at 9:42:46 AM MDT
To: "Baquilar, Allen" <abaquilar@brentwoodca.gov>, Cindy Gnos
<cindygnos@raneymanagement.com>, "Kersevan, Steven" <skersevan@brentwoodca.gov>
Subject: FW: entrance to Bridal Gate

FYI

From: Alex Kwok <alex@akwok.com>
Sent: Monday, July 24, 2023 9:49 PM
To: Nolthenius, Erik <enolthenius@brentwoodca.gov>; Alex Kwok <alex@akwok.com>
Subject: entrance to Bridal Gate

CAUTION – EXTERNAL SENDER

Hi Eric,

54-1 I support not building an entrance to the Bridal Gate development on San Jose/St. Regis.

- Alex Kwok
Owner 205 W Country Club, Brentwood, CA 94513



LETTER 54: ALEX KWOK

Response to Comment 54-1

Please see MR-2.



3. Revisions to the Draft EIR Text

3. REVISIONS TO THE DRAFT REIR TEXT

3.1 INTRODUCTION

The Revisions to the Draft REIR Text chapter provides all corrections, additions, and revisions made to the Draft REIR. The changes represent minor clarifications and amplifications of the analysis contained in the Draft REIR and do not constitute significant new information that, in accordance with CEQA Guidelines Section 15088.5, would trigger the need to recirculate portions or all of the Draft REIR. Please refer to the discussion of this topic provided in Section 1.6 of Chapter 1, Introduction and List of Commenters.

This chapter provides text revisions to the Draft REIR initiated by the City of Brentwood based upon further review of the document since publication.

3.2 DESCRIPTION OF CHANGES

New text is double underlined and deleted text is ~~struck through~~. Text changes are presented in the page order in which they appear in the Draft REIR.

2 EXECUTIVE SUMMARY

For clarification purposes, Table 2-1 beginning on page 2-6 in Chapter 2, Executive Summary, of the Draft REIR is hereby revised to reflect revisions made to mitigation measures in the relevant chapters as part of this Final REIR, as presented throughout this chapter. Rather than include the entirety of Table 2-1 with revisions shown where appropriate, only the impact for which mitigation has been revised or added is presented below. The revisions to the Executive Summary table are for clarification purposes only and do not change the conclusions of the Draft REIR. Please refer to the end of this chapter for Table 2-1.

4.1 AIR QUALITY

Mitigation Measure 4.1-7 of Chapter 4.1, Air Quality and Greenhouse Gas Emissions, is hereby revised as follows:

~~4.1-6~~7(a) *Implement Mitigation Measure 4.5-3*

~~4.1-6~~7(b) *Prior to the approval of project improvement plans, the applicant shall implement the following measure:*

- Consistent with the BAAQMD's Buildings standard a., natural gas shall be prohibited in proposed structures.*

Compliance with the foregoing measure shall be ensured by the City of Brentwood Community Development Department.

The forgoing staff-initiated revision is for clarification purposes to correct mitigation measure numbering and does not affect the analysis or conclusions in the Draft REIR.



**Table 2-1
Summary of Impacts and Mitigation Measures**

Impact	Level of Significance Prior to Mitigation	Mitigation Measures	Level of Significance After Mitigation
4.1 Air Quality and Greenhouse Gas Emissions			
4.1-7 Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	S	<p>4.1-67(a) Implement Mitigation measure 4.5-3.</p> <p>4.1-67(b) Prior to the approval of project improvement plans, the applicant shall implement the following measure:</p> <ul style="list-style-type: none"> Consistent with the BAAQMD's Buildings standard a., natural gas shall be prohibited in proposed structures. <p>Compliance with the foregoing measure shall be ensured by the City of Brentwood Community Development Department.</p>	LS

NI = No Impact; N/A = Not Applicable; LS = Less-than-Significant; S = Significant; SU = Significant and Unavoidable



4. Mitigation Monitoring and Reporting Program

4. MITIGATION MONITORING AND REPORTING PROGRAM

4.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) requires all State and local agencies to establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a “mitigated negative declaration” or specified environmental findings related to environmental impact reports.

The following is the Mitigation Monitoring and Reporting Program (MMRP) for the Bridle Gate Project (proposed project). The intent of the MMRP is to ensure implementation of the mitigation measures identified within the Revised Environmental Impact Report (REIR) and the Initial Study prepared for the proposed project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the applicant.

4.2 COMPLIANCE CHECKLIST

The MMRP contained herein is intended to satisfy the requirements of CEQA as they relate to the REIR prepared for the proposed project. This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the REIR and Initial Study.

The REIR and Initial Study present a detailed set of mitigation measures that will be implemented throughout the lifetime of the project. Mitigation is defined by CEQA Guidelines, Section 15370, as a measure that:

- Avoids the impact altogether by not taking a certain action or parts of an action;
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation;
- Rectifies the impact by repairing, rehabilitating, or restoring the impacted environment;
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project; or
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the implementation of adopted mitigation measures. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Brentwood. The table attached to this report identifies the mitigation measures, the monitoring action for each mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP. The City will be responsible for monitoring compliance.



4.3 MITIGATION MONITORING AND REPORTING PROGRAM

The following table indicates the mitigation measure number, the impact the measure is designed to address, the measure text, the monitoring agency, implementation schedule, and an area for sign-off indicating compliance.



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
Chapter 4.1 – Air Quality, Greenhouse Gas Emissions, and Energy					
4.1-7	Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.	<p>4.1-7(a) <i>Implement Mitigation Measure 4.5-3.</i></p> <p>4.1-7(b) <i>Prior to the approval of project improvement plans, the applicant shall implement the following measure:</i></p> <ul style="list-style-type: none"> <i>Consistent with the BAAQMD's Buildings standard a., natural gas shall be prohibited in proposed structures.</i> <p><i>Compliance with the foregoing measure shall be ensured by the City of Brentwood Community Development Department.</i></p>	<p>See Mitigation Measure 4.5-3</p> <p>City of Brentwood Community Development Department</p>	<p>See Mitigation Measure 4.5-3</p> <p>Prior to the approval of project improvement plans</p>	
Chapter 4.2 – Biological Resources					
4.2-3	Impacts to California red legged frog either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications.	<p>4.2-3(a) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> <i>Prior to the commencement of construction activities, the project proponent shall provide written notification to the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Wildlife (CDFW), and the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP) Implementing Entity, including site photos and California red-legged frog (CRLF) habitat assessment. The project proponent shall also notify these parties of the approximate date of removal of the CRLF breeding habitat at least 30 days prior to this removal to allow USFWS</i></p>	<p>USFWS</p> <p>CDFW</p> <p>East Contra Costa County Habitat Conservancy</p> <p>City of Brentwood Community Development Department</p>	<p>Prior to the commencement of construction activities</p>	



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>or CDFW staff to translocate individuals, if requested. USFWS or CDFW must notify the project proponent of their intent to translocate CRLF 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.</p> <p>In accordance with the ECCC HCP/NCCP, restrictions on the nature of the disturbance or the date of the disturbance shall not be assessed on the project, 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). A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</p> <p>4.2-3(b) <u>ECCC HCP/NCCP Section 6.3.3 Measure:</u> Prior to implementation of a covered activity, the project applicant shall develop and submit a Construction Monitoring Plan to the City of Brentwood Community Development</p>			
			City of Brentwood Community Development Department	Prior to implementation of a covered activity	



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>Department and the East Contra Costa County Habitat Conservancy for review and approval, detailing the methods in which the proposed project would avoid potential impacts to Covered Species during project construction, including CRLF, Swainson's hawk, golden eagle, western burrowing owl, tricolored blackbird, and San Joaquin kit fox. Elements of the Construction Monitoring Plan shall include the following:</p> <ul style="list-style-type: none"> • Results of planning and preconstruction surveys; • Description of avoidance and minimization measures to be implemented, including a description of project-specific refinements to the measures or additional measures not included in the ECCC HCP/NCCP; • Description of monitoring activities, including monitoring frequency and duration, and specific activities to be monitored; and • Description of the on-site authority of the construction monitor to modify implementation of the activity. 	East Contra Costa County Habitat Conservancy		
4.2-4	Impacts to Swainson's hawk either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or	4.2-4(a) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> Prior to any ground disturbance related to covered activities associated with the proposed project during the nesting season (March 15 to September 15), a qualified biologist shall conduct a preconstruction survey, at most, one month prior to construction to establish whether	City of Brentwood Community Development Department	Prior to any ground disturbance related to covered activities associated with the proposed project during the nesting	



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
	through substantial habitat modifications.	<p><i>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 shall 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 shall be required, as set forth in Mitigation Measure 4.2-4(b). A report detailing the methodology and results of the survey shall be submitted for review and approval to the City of Brentwood Community Development Department.</i></p> <p>4.2-4(b) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> During the nesting season (March 15 to September 15), covered activities associated with the proposed project within 1,000 feet of occupied nests or nests under construction shall 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 ECCC HCP/NCCP Implementing Entity shall coordinate with CDFW/USFWS to determine the appropriate buffer size.</p> <p><i>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</i></p>	<p>East Contra Costa County Habitat Conservancy</p> <p>CDFW</p> <p>USFWS</p> <p>City of Brentwood Community Development Department</p>	<p>season (March 15 to September 15)</p> <p>During the nesting season (March 15 to September 15)</p>	



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>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. A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</p> <p>All active nest trees shall be preserved on site, if feasible. Nest trees, including non-native trees, lost to covered activities shall be mitigated by the project proponent, in accordance with the requirements set forth in Mitigation Measure 4.2-4(c).</p> <p>4.2-4(c) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> Prior to submittal of the of the final improvement plans, the project applicant shall demonstrate that the final project design will not result in the loss of non-riparian trees in areas proposed for disturbance. If the final project design results in the loss of non-riparian Swainson's hawk nest trees, such trees shall be mitigated by the project proponent by:</p> <ul style="list-style-type: none"> If feasible on-site, planting 15 saplings for every nest tree lost with the objective of having at least five mature trees established for every nest tree lost according to the requirements listed below. 	<p>East Contra Costa County Habitat Conservancy</p> <p>City of Brentwood Community Development Department</p>	Prior to submittal of the of the final improvement plans	



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>AND either</p> <ol style="list-style-type: none"> 1) Pay the Implementing Entity an additional fee to purchase, plant, maintain, and monitor 15 saplings on the HCP/NCCP Preserve System for every tree lost according to the requirements listed below, OR 2) The project proponent shall plant, maintain, and monitor 15 saplings for every tree lost on-site or in off-site areas, which shall be approved by the Implementing Entity (e.g., within an HCP/NCCP Preserve or existing open space linked to HCP/NCCP preserves), according to the requirements listed below. <ul style="list-style-type: none"> ○ Tree survival shall be monitored at least annually for five years, then every other year until year 12. All trees lost during the first five years shall be replaced. Success shall be reached at the end of 12 years if at least five trees per tree lost survive without supplemental irrigation or protection from herbivory. 			



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p><i>Trees must also survive for at least three years without irrigation.</i></p> <ul style="list-style-type: none"> <i>○ Irrigation and fencing to protect from deer and other herbivores may be needed for the first several years to ensure maximum tree survival.</i> <i>○ Native trees suitable for the project site shall be planted. When site conditions permit, a variety of native trees shall be planted for each tree lost to provide trees with different growth rates, maturation, and lifespan, and to provide a variety of tree canopy structures for Swainson's hawk. The variety shall help to ensure that nest trees are available in the short term (five to 10 years for cottonwoods and willows) and in the long term (e.g., valley oak, sycamore) and shall also minimize the temporal loss of nest trees.</i> <i>○ Riparian woodland restoration conducted as a result of covered activities (i.e., loss of riparian woodland) can be used to offset the nest tree planting</i> 			



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<p>requirement above, if the nest trees are riparian species.</p> <ul style="list-style-type: none"> ○ Whenever feasible and when site conditions permit, trees shall be planted in clumps together or with existing trees to provide larger areas of suitable nesting habitat and to create a natural buffer between nest trees and adjacent development (if plantings occur on the development site). ○ Whenever feasible, plantings in the project site shall occur closest to suitable foraging habitat outside the ECCC HCP/NCCP Urban Development Area (UDA). ○ Trees planted in the HCP/NCCP Preserves or other approved offsite location shall occur within the known range of Swainson's hawk in the inventory area and as close as possible to high-quality foraging habitat. <p>A decrease of the number of years that newly planted nest trees must be monitored shall be</p>			



MITIGATION MONITORING AND REPORTING PROGRAM Bridle Gate Project					
Impact Number	Impact	Mitigation Measures	Monitoring Agency	Implementation Schedule	Sign-off
		<i>at the discretion of the East Contra Costa County Habitat Conservancy and City of Brentwood. A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</i>			
4.2-5	Impacts to golden eagle either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications.	4.2-5(a) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> <i>Prior to implementation of covered activities, a qualified biologist shall conduct a preconstruction survey to establish whether nests of golden eagles are occupied in accordance with the applicable criteria set forth in Section 6.3.1, Planning Surveys, of the ECCC HCP/NCCP. If nests are occupied, minimization requirements and construction monitoring shall be required, as set forth in Mitigation Measures 4.2-5(b) and 4.2-5(c). A report detailing the methodology and results of the survey shall be submitted for review and approval to the City of Brentwood Community Development Department.</i>	City of Brentwood Community Development Department	Prior to implementation of covered activities	
		4.2-5(b) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> <i>If active golden eagle nests are identified by the qualified biologist that could be impacted by the proposed project, during project construction, covered activities shall 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 from late January through August, with peak activity in March through July. If site-specific conditions or the nature of the covered</i>	City of Brentwood Community Development Department	During project construction if active golden eagle nests are identified by the qualified biologist that could be impacted by the proposed project	



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		<p>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 shall coordinate with CDFG/USFWS to determine the appropriate buffer size. A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</p> <p>4.2-5(c) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> During project construction, a qualified biologist shall provide on-site construction monitoring to ensure that covered activities do not occur within the non-disturbance buffer zone established around an active golden eagle nest. Although known golden eagle nest sites do not occur within or near the ECCC HCP/NCCP Urban Limit Line (ULL), covered activities inside and outside of the Preserve System have the potential to disturb golden eagle nest sites. Construction monitoring shall ensure that direct effects to golden eagles are minimized. A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</p>	<p>Qualified Biologist</p> <p>City of Brentwood Community Development Department</p>	During project construction	
4.2-6	Impacts to western burrowing owl either directly (e.g., cause a wildlife population to	4.2-6(a) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> Prior to any ground disturbance related to covered activities, a USFWS/CDFW-approved biologist shall	City of Brentwood Community Development Department	Prior to any ground disturbance related to covered activities	



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	drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications.	<p>conduct a preconstruction survey in areas identified in the planning surveys completed for the proposed project as having potential burrowing owl habitat. The preconstruction surveys shall establish the presence or absence of western burrowing owl and/or habitat features and evaluate use by owls, in accordance with CDFW survey guidelines.</p> <p>On areas where activities are proposed, the biologist shall 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 shall not be surveyed. Surveys shall take place near sunrise or sunset, in accordance with CDFW guidelines. All burrows or burrowing owls shall be identified and mapped. Surveys shall take place, at most, 30 days prior to construction. During the breeding season (February 1 to August 31), surveys shall document whether burrowing owls are nesting in or directly adjacent to disturbance areas. During the nonbreeding season (September 1 to January 31), surveys shall document whether burrowing owls are using habitat in or directly adjacent to any disturbance area. Survey results shall be valid only for the season (breeding or nonbreeding) during which the survey is conducted. A report detailing the methodology and results of the survey shall be submitted for review and approval to the City of</p>			



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		<p><i>Brentwood Community Development Department.</i></p> <p>4.2-6(b) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure:</u> <i>If burrowing owls are found during the breeding season (February 1 to August 31), in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation, the project proponent shall 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 shall include establishment of a non-disturbance buffer zone (as 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 to January 31), the project proponent shall avoid the owls and the burrows they are using, if possible. Avoidance shall include the establishment of a buffer zone (as described below).</i></p> <p><i>During the breeding season, buffer zones of at least 250 feet in which construction activities cannot occur shall be established around each occupied burrow (nest site). Buffer zones of 160 feet shall be established around each burrow being used during the nonbreeding season. The buffers shall be delineated by highly visible, temporary construction fencing.</i></p>	City of Brentwood Community Development Department	If burrowing owls are found during the breeding season (February 1 to August 31)	



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		<i>If occupied burrows for burrowing owls are not avoided, passive relocation shall be implemented. Owls shall be excluded from burrows in the immediate impact zone and within a 160-foot buffer zone by installing one-way doors in burrow entrances. The doors shall be in place for 48 hours, prior to excavation. The project area shall be monitored daily for one week to confirm that the owl has abandoned the burrow. Whenever possible, burrows shall be excavated using hand tools and refilled to prevent reoccupation. Plastic tubing or a similar structure shall be inserted in the tunnels during excavation to maintain an escape route for any owls inside the burrow. A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</i>			
4.2-7	Impacts to white-tailed kite, tricolored blackbird, and nesting birds and raptors protected under the MBTA and CFGC either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications.	<i>4.2-7(a) Prior to any ground disturbance related to covered activities that occur during the nesting season for white-tailed kite (March 15 to August 31), a qualified biologist shall conduct a preconstruction survey, at most, one month prior to construction to establish whether white-tailed kite is nesting in trees within or visible from the site. In the event active nests are found, an initial 300-foot buffer shall be established around the nest tree. Ground disturbance related to covered activities within the buffer shall either be delayed until a qualified biologist determines nesting is complete, or until the applicant consults with</i>	East Contra Costa County Habitat Conservancy CDFW City of Brentwood Community Development Department	Prior to any ground disturbance related to covered activities that occur during the nesting season for white-tailed kite (March 15 to August 31)	



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		<p><i>the ECCC HCP/NCCP Implementing Entity and CDFW and implements CDFW-approved measures to minimize potential disturbance. A report detailing the methodology and results of the survey and, if applicable, compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</i></p> <p><i>4.2-7(b) If possible, any ground disturbance related to covered activities shall occur outside of the general bird nesting season (February 1 to August 31). Alternately, a qualified biologist shall conduct a preconstruction survey, at most, two weeks prior to any ground disturbance related to covered activities. In the event active raptors or tricolored blackbird nests are found, an initial 300-foot buffer shall be established around the nests. In the event nests of other birds are found, an initial 50-foot buffer shall be established around the nest. Ground disturbance related to covered activities within the buffers shall either be delayed until a qualified biologist determines nesting is complete, or until the applicant consults with the ECCC HCP/NCCP Implementing Entity and CDFW and implements CDFW-approved measures to minimize potential disturbance. A report detailing the methodology and results of the survey and, if applicable, compliance with the provisions established herein shall be submitted for review and approval to the City of</i></p>	<p>East Contra Costa County Habitat Conservancy</p> <p>CDFW</p> <p>City of Brentwood Community Development Department</p>	At most, two weeks prior to any ground disturbance related to covered activities	



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4.2-8	Impacts to San Joaquin kit fox either directly (e.g., cause a wildlife population to drop below self-sustaining levels, threaten to eliminate an animal community) or through substantial habitat modifications.	<p>4.2-8(a) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure</u>: Prior to any ground disturbance related to covered activities, a USFWS/CDFW-approved biologist shall conduct a preconstruction survey in areas identified in the planning surveys conducted for the proposed project as supporting suitable breeding or denning habitat for San Joaquin kit fox. The surveys shall establish the presence or absence of San Joaquin kit foxes and/or suitable dens and evaluate use by kit foxes in accordance with USFWS survey guidelines. Preconstruction surveys shall be conducted within 30 days of ground disturbance. On areas where activities are proposed, the biologist shall survey the proposed disturbance footprint and a 250-foot radius from the perimeter of the proposed footprint to identify San Joaquin kit foxes and/or suitable dens. Adjacent parcels under different land ownership shall not be surveyed. The status of all dens shall be determined and mapped. Written results of preconstruction surveys shall be submitted to USFWS and the City of Brentwood Community Development Department within five working days after survey completion and before the start of ground disturbance. Concurrence is not required prior to initiation of covered activities.</p> <p>4.2-8(b) <u>ECCC HCP/NCCP Section 6.4.3 Species-Level Measure</u>: If San Joaquin kit foxes and/or suitable dens are identified in the survey area,</p>	<p>USFWS City of Brentwood Community Development Department</p> <p>USFWS CDFW</p>	<p>Prior to any ground disturbance related to covered activities</p> <p>Prior to the commencement of project</p>	



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		<p><i>the following measures shall be implemented, prior to the commencement of project construction:</i></p> <ul style="list-style-type: none"> <i>If a San Joaquin kit fox den is discovered in the proposed development footprint, the den shall be monitored for three days by a USFWS/CDFW-approved biologist using a tracking medium or an infrared beam camera to determine if the den is currently being used;</i> <i>Unoccupied dens shall be destroyed immediately to prevent subsequent use;</i> <i>If a natal or pupping den is found, USFWS and CDFW shall be notified immediately. The den shall not be destroyed until the pups and adults have vacated, and then, only after further consultation with USFWS and CDFW;</i> <i>If kit fox activity is observed at the den during the initial monitoring period, the den shall be monitored for an additional five consecutive days from the time of the first observation to allow any resident animals to move to another den while den use is actively discouraged. For dens other than natal or pupping dens, use of the den can be discouraged by partially plugging the entrance with soil, such that any resident animal can easily</i> 	City of Brentwood Community Development Department	construction if San Joaquin kit foxes and/or suitable dens are identified in the survey area	



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		<p>escape. Once the den is determined to be unoccupied it may be excavated under the direction of the biologist. Alternatively, if the animal is still present after five or more consecutive days of plugging and monitoring, the den may have to be excavated when, in the judgment of a biologist, it is temporarily vacant (i.e., during the animal's normal foraging activities).</p> <p>A report detailing compliance with the provisions established herein shall be submitted for review and approval to the City of Brentwood Community Development Department.</p>			
4.2-9	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS.	<p>4.2-9(a) Implement Mitigation Measure 4.2-10(c).</p> <p>4.2-9(b) <u>ECCC HCP/NCCP Conservation Measure 1.7:</u> Prior to submittal of the of the final improvement plans, the project applicant shall ensure that a minimum 75-foot setback from the top of the bank of Sand Creek has been incorporated into the final project design. Incorporation of the foregoing setback shall be subject to review and approval by the City of Brentwood Community Development Department.</p>	<p>See Mitigation Measure 4.2-10(c)</p> <p>City of Brentwood Community Development Department</p>	<p>See Mitigation Measure 4.2-10(c)</p> <p>Prior to submittal of the of the final improvement plans</p>	
4.2-10	Have a substantial adverse effect on State or federally protected wetlands (including, but	4.2-10(a) <u>ECCC HCP/NCCP Conservation Measure 1.10:</u> Prior to submittal of the of the final improvement plans, the project applicant shall develop a Storm Water Pollution Prevention	City Engineer	Prior to submittal of the of the final improvement plans	



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	not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	<p><i>Plan (SWPPP) that identifies best management practices (BMPs) to be implemented to minimize the introduction of foreign material into waterbodies, control stormwater runoff, minimize erosion and sedimentation, and limit the amount of surface disturbance to the area.</i></p> <p><i>Standard construction BMPs shall be employed during construction to minimize the potential for erosion and off-site transport of fines. BMPs shall include use of water trucks, appropriate compaction of soil, and installation of straw wattles, silt fences or other technologies along the perimeter of the site during construction, and stabilization of bare soils as appropriate with seeding, straw, and/or hydromulch.</i></p> <p><i>The SWPPP shall be submitted for review and approval to the City Engineer.</i></p> <p>4.2-10(b)ECCC HCP/NCCP Conservation Measure 2.12: <i>Prior to submittal of the final improvement plans, the project applicant shall incorporate the following measures into the final project design, which shall be submitted for review and approval to the City of Brentwood Community Development Department:</i></p> <ul style="list-style-type: none"> <i>The project shall comply with the stream setback requirements in Conservation Measure 1.7;</i> 			
			City of Brentwood Community Development Department	Prior to submittal of the final improvement plans	



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		<ul style="list-style-type: none"> The project shall comply with the guidelines in Conservation Measure 1.10 to minimize the effects of urban development on downstream hydrology, streams, and wetlands; All wetlands to be avoided by covered activities shall be temporarily staked in the field by a qualified biologist; The project shall establish a buffer zone between Sand Creek and development, as described in Conservation Measure 1.7; Personnel conducting ground-disturbing activities adjacent to the seasonal wetland in the western portion of the site or the buffer zone along Sand Creek shall be trained by a qualified biologist in the avoidance and minimization requirements and the permit obligations of project proponents working under the ECCC HCP/NCCP. Vehicles and equipment shall be parked on pavement, existing roads, and previously disturbed areas; Trash generated during project construction shall be promptly and properly removed from the site; Construction or maintenance vehicles shall not be refueled within 200 feet of Sand Creek or the seasonal wetland unless a bermed and lined refueling area is constructed and hazardous 			



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		<p><i>material absorbent pads are available in the event of a spill;</i></p> <ul style="list-style-type: none"> <i>• Appropriate erosion-control measures (e.g., fiber rolls, filter fences, vegetative buffer strips) shall be used on-site to reduce siltation and runoff of contaminants into Sand Creek or the seasonal wetland. Filter fences and mesh shall be of material that will not entrap reptiles and amphibians. Erosion-control blankets shall be used as a last resort because of their tendency to biodegrade slowly and trap reptiles and amphibians;</i> <i>• Fiber rolls used for erosion-control shall be certified as free of noxious weed seed;</i> <i>• Seed mixtures applied for erosion-control shall not contain invasive non-native species, and shall be composed of native species or sterile nonnative species; and</i> <i>• Herbicides shall not be applied within the buffer area along Sand Creek unless needed to control serious invasive plants. In such case, herbicides that have been approved for use by U.S. Environmental Protection Agency (USEPA) in or adjacent to aquatic habitats may be used, as long as label instructions are followed and applications avoid or minimize impacts on Covered Species and their habitats. Appropriate</i> 			



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		<p><i>herbicides may be applied to the ruderal grassland within the buffer area during the dry season to control nonnative invasive species, such as yellow star-thistle. Herbicide drift shall be minimized by applying the herbicide as close to the target area as possible.</i></p> <p>4.2-10(c) <i>If a Clean Water Act (CWA) Section 404 permit is determined to be necessary, prior to the issuance of grading permits, the project applicant shall apply for a Section 404 permit from the U.S. Army Corps of Engineers (USACE). Waters that would be lost or disturbed shall be restored, replaced or rehabilitated on a “no-net-loss” basis. Habitat restoration, rehabilitation, and/or replacement shall be at a location and by methods acceptable to the USACE. In the event that a Section 404 permit is required, the project applicant shall also apply for a Section 401 water quality certification from the Regional Water Quality Control Board (RWQCB) prior to the issuance of grading permits and adhere to the certification conditions therein.</i></p>	<p>USACE</p> <p>RWQCB</p> <p>City of Brentwood Community Development Department</p>	<p>Prior to the issuance of grading permits if a Clean Water Act (CWA) Section 404 permit is determined to be necessary</p>	
4.2-13	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.	<p>4.2-13 <i>Implement Mitigation Measures 4.2-3(a), 4.2-3(b), 4.2-4(a), 4.2-4(b), 4.2-4(c), 4.2-5(a), 4.2-5(b), 4.2-5(c), 4.2-6(a), 4.2-6(b), 4.2-7(a), 4.2-7(b), 4.2-8(a), 4.2-8(b), 4.2-9(c), 4.2-10(a), and 4.2-10(b).</i></p>	<p>See Mitigation Measures 4.2-3(a), 4.2-3(b), 4.2-4(a), 4.2-4(b), 4.2-4(c), 4.2-5(a), 4.2-5(b), 4.2-5(c), 4.2-6(a), 4.2-6(b), 4.2-7(a), 4.2-7(b),</p>	<p>See Mitigation Measures 4.2-3(a), 4.2-3(b), 4.2-4(a), 4.2-4(b), 4.2-4(c), 4.2-5(a), 4.2-5(b), 4.2-5(c), 4.2-6(a), 4.2-6(b), 4.2-7(a), 4.2-7(b), 4.2-8(a),</p>	



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			4.2-8(a), 4.2-8(b), 4.2-9(c), 4.2-10(a), and 4.2-10(b)	4.2-8(b), 4.2-9(c), 4.2-10(a), and 4.2-10(b)	
Chapter 4.3 – Hazards and Hazardous Materials					
4.3-2	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.	<p>4.3-2(a) <i>Prior to recordation of any final map for the proposed project, the applicant shall submit proof to the satisfaction of the City Engineer that all planned development on-site is at least 10 feet (10') from any abandoned oil wells. Precise locations of all oil well sites shall be depicted on the final map.</i></p> <p><i>If abandoned oil/gas well infrastructure is encountered during grading, grading shall cease and the well shall be removed to the satisfaction of City prior to resuming any grading.</i></p> <p>4.3-2(b) <i>Prior to the first building permit issuance for the proposed project, the applicant shall confirm, to the satisfaction of the City Engineer and the Community Development Director, the lot locations of all on-site oil wells, and shall confirm that subject oil well locations are incorporated into all subject lot deeds, and shall confirm that all proposed development on the project site is at least 10 feet from any abandoned oil well locations.</i></p> <p>4.3-2(c) <i>Prior to issuance of a grading permit, California Geologic Energy Management Department (CalGEM) shall be consulted to determine if the</i></p>	<p>City Engineer City of Brentwood Community Development Department</p> <p>City Engineer City of Brentwood Community Development Director</p> <p>CalGEM</p>	<p>Prior to recordation of any final map for the proposed project</p> <p>Prior to the first building permit issuance for the proposed project</p> <p>Prior to the issuance of grading permits</p>	



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		<p><i>abandoned wells shall require modification in casing height, where grading is proposed proximate to these well locations. Proof of compliance shall be submitted to the City Community Development Department for review and approval.</i></p> <p><i>4.3-2(d) During construction activities, any abandoned oil pipelines within the project site shall be removed in consultation with the Contra Costa County Environmental Health Department. Proof of removal shall be provided to the City Community Development Department and City Engineer.</i></p>	<p>City of Brentwood Community Development Department</p> <p>Contra Costa County Environmental Health Department</p> <p>City of Brentwood Community Development Department</p> <p>City Engineer</p>	During construction activities	
Chapter 4.4 – Noise					
4.4-1	Generation of a substantial temporary 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.	<p><i>4.4-1 Prior to the issuance of any permits, the following criteria shall be included on grading, improvement, and construction plans, and submitted for review and approval by the City of Brentwood Community Development Director.</i></p> <ul style="list-style-type: none"> <i>Construction activities shall be limited to the hours set forth below:</i> <ul style="list-style-type: none"> <i>Monday through Friday 8:00 AM to 5:00 PM;</i> <i>Saturday 9:00 AM to 4:00 PM; and</i> 	City of Brentwood Community Development Director	Prior to the issuance of any permits	



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		<ul style="list-style-type: none"> ○ Construction shall be prohibited on Sundays and City holidays. Exceptions to allow expanded construction activities shall be reviewed on a case-by-case basis as determined by the Chief Building Official and/or City Engineer. • The project contractor shall ensure that the following construction noise Best Management Practices (BMPs) are met on-site during all phases of construction: <ul style="list-style-type: none"> ○ All equipment driven by internal combustion engines shall be equipped with mufflers, air- inlet silencers where appropriate, and any other shrouds, shields, or other noise-reducing features in good operating condition that meet or exceed original factory specifications. Mobile or fixed “package” equipment (e.g., arc welders, air compressors) shall be equipped with shrouds and noise- control features that are readily available for that type of equipment. ○ All mobile or fixed noise-producing equipment used 			



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		<p>on the project site that are regulated for noise output by a federal, state, or local agency shall comply with such regulations while in the course of project activity.</p> <ul style="list-style-type: none"> ○ The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. ○ At all times during project grading and construction, stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from residences. ○ Unnecessary idling of internal combustion engines shall be prohibited. ○ Construction staging areas shall be established at locations that would create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction activities, to the extent feasible. 			



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		<ul style="list-style-type: none"> Construction site and access road speed limits shall be established and enforced during the construction period. The use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. Project-related public address or music systems shall not be audible at any adjacent receptor. Neighbors located adjacent to the construction site shall be notified of the construction schedule in writing. The construction contractor shall designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., starting too early, poor muffler, etc.) and instituting reasonable measures as warranted to correct the 			



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		<i>problem. A telephone number for the disturbance coordinator shall be conspicuously posted at the construction site.</i>			
4.4-3	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	<p>4.4-3 <i>Prior to the issuance of grading permits, the following criteria shall be included on project grading plans, and submitted for review and approval by the City of Brentwood Community Development Director:</i></p> <p><i>Any compaction required less than 26 feet from the adjacent residential structures to the south of the project site shall be accomplished by using static drum rollers which use weight instead of vibrations to achieve soil compaction. As an alternative to this requirement, pre-construction crack documentation and construction vibration monitoring could be conducted for residential structures less than 26 feet from the project's property line to ensure that construction vibrations do not cause damage to any adjacent structures.</i></p>	City of Brentwood Community Development Director	Prior to the issuance of grading permits	
Chapter 4.5 – Transportation					
4.5-1	Conflict with a program, plan, ordinance, or policy addressing the circulation system during construction activities.	<p>4.5-1 <i>Prior to grading permit issuance, the project applicant shall prepare a Construction Traffic Management Plan for review and approval by the City Engineer. The plan shall include the following:</i></p>	City Engineer	Prior to the issuance of grading permits	



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		<ul style="list-style-type: none"> • A project staging plan to maximize on-site storage of materials and equipment; • A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak hours; lane closure proceedings; signs, cones and other warning devices for drivers; and designation of construction access routes; • Provisions for maintaining adequate emergency access to the project site; • Permitted construction hours, per City of Brentwood standards; • Designated locations for construction staging areas; • Identification of parking areas for construction employees, site visitors, and inspectors, including on-site locations; and • Provisions for street sweeping to remove construction-related debris on public streets. 			
4.5-3	Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).	4.5-3 Prior to improvement plan approval, the proposed tentative map shall be revised to include an additional full intersection to achieve a project-wide intersection density of 61.5. The revised map shall be submitted to the City Engineer for review and approval. A potential intersection location is included as an Appendix to the VMT Assessment prepared for the proposed project by DKS.	City Engineer	Prior to improvement plan approval	



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Initial Study					
I-d.	d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	I-1. <i>In conjunction with development of the proposed project, the developer shall shield all on-site lighting so that nighttime lighting is directed within the project site and does not illuminate adjacent properties. A detailed lighting plan shall be submitted for the review and approval by the Community Development Department and the Public Works Department in conjunction with the project improvement plans. The lighting plan shall indicate the locations and design of the shielded light fixtures</i>	City of Brentwood Community Development Department City of Brentwood Public Works Department	In conjunction with development of the proposed project	
II-a, e.	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? e. Involve other changes in the existing environment	II-1. <i>Prior to recordation of any final map or issuance of any grading permit, the developer shall comply with Chapter 17.730 (Agricultural Preservation Program) of the Brentwood Municipal Code in order to mitigate the project's conversion of agricultural land, as defined in Section 17.730.020, by granting an agricultural conservation easement or paying the current agricultural conservation City fee in effect at that time to provide funds to purchase conservation easements to mitigate the loss of farmland.</i>	City of Brentwood Community Development Department	Prior to recordation of any final map or the issuance of any grading permit	



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	which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				
V-b,c.	b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?	V-1. <i>Prior to grading permit issuance, the developer shall submit plans to the Community Development Department for review and approval which indicate (via notation on the improvement plans) that a qualified archaeologist shall conduct a Cultural Resources Worker Environmental Awareness Program (WEAP) training for all personnel involved in ground-disturbing, site preparation construction activities on the project site prior to construction and ground-disturbing activities. The training shall include basic information about the types of artifacts that might be encountered during construction activities, and procedures to follow in the event of a discovery. The training shall be provided for any additional personnel added to the project even after the initiation of construction and ground disturbing activities.</i>	City of Brentwood Community Development Department	Prior to the issuance of grading permits	
	c. Disturb any human remains, including those interred outside of dedicated cemeteries?	V-2. <i>Prior to grading permit issuance, the developer shall submit plans to the Community Development Department for review and approval which indicate (via notation on the improvement plans) that if historic and/or</i>	City of Brentwood Community Development Department	Prior to the issuance of grading permits	



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		<p><i>cultural resources are encountered during site grading or other site work, all such work shall be halted immediately within 100 feet and the contractor shall immediately notify the Community Development Department of the discovery. In such case, a qualified archaeological monitor shall be retained by the developer, at its own expense, and shall evaluate any potentially important discovery. Significance determinations shall be measured in terms of criteria for inclusion on the California Register of Historical Resources (Title 14 CCR, §4852[a]), and the definition of tribal cultural resources set forth in Public Resources Code Section 21074. The archaeologist shall be required to submit to the Community Development Department for review and approval a report of the findings and method of curation or protection of the resources. Comments on the report shall be submitted by the Native American tribes within 30 days of receipt of the report. Further grading or site work within the area of discovery shall not be allowed until the preceding work has occurred.</i></p>	Qualified Archaeologist		
		<p>V-3. <i>Prior to grading permit issuance, the developer shall submit plans to the Community Development Department for review and approval which indicate (via notation on the improvement plans) that if human remains, or remains that are potentially human, are found during construction, a professional archeologist shall ensure reasonable</i></p>	<p>City of Brentwood Community Development Department</p> <p>Professional Archaeologist</p>	Prior to the issuance of grading permits	



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		<p>protection measures are taken to protect the discovery from disturbance. The archaeologist shall notify the Contra Costa County Coroner (per §7050.5 of the State Health and Safety Code). The provisions of §7050.5 of the California Health and Safety Code, §5097.98 of the California Public Resources Code, and Assembly Bill 2641 will be implemented. If the Coroner determines the remains are Native American and not the result of a crime scene, then the Coroner will notify the NAHC, which then will designate a Native American Most Likely Descendant (MLD) for the project (§5097.98 of the Public Resources Code). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the project contractor does not agree with the recommendations of the MLD, the NAHC can mediate (§5097.94 of the Public Resources Code). If an agreement is not reached, the qualified archaeologist or MLD must rebury the remains where they will not be further disturbed (§5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center, using an open space or conservation zoning designation or easement, or recording a reinternment document with the county in which the property is located (AB 2641). Work cannot resume within the no-work radius until the lead agencies, through consultation as appropriate,</p>	<p>Contra Costa County Coroner</p> <p>NAHC, if remains are determined to be Native American</p>		



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		<i>determine that the treatment measures have been completed to their satisfaction.</i>			
VII-ai, aii.	<p>a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>ai. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p> <p>aii. Strong seismic ground shaking?</p>	<p>VII-1. <i>All project buildings shall be designed in conformance with the current edition of the California Building Standards Code (CBSC).</i></p> <p>VII-2. <i>Prior to grading permit issuance, the applicant shall submit a final geotechnical evaluation of the project site that analyzes soil stability including soil expansion, and the potential for lateral spreading, subsidence, liquefaction or collapse. The report shall identify any on site soil and seismic hazards and provide design recommendations for onsite soil and seismic conditions. The geotechnical evaluation shall be reviewed and approved by the City Engineer, Chief Building Official, and a qualified Geotechnical Engineer to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the project design in order to adhere to all geotechnical requirements contained in the California Building Code.</i></p> <p>VII-3. <i>All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the City Engineer, Chief Building Official, and a qualified Geotechnical Engineer prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the</i></p>	<p>City of Brentwood Community Development Department</p> <p>City Engineer</p> <p>Chief Building Official</p> <p>Qualified Geotechnical Engineer</p> <p>City Engineer</p> <p>Chief Building Official</p> <p>Qualified Geotechnical Engineer</p>	<p>Prior to the issuance of any building permits</p> <p>Prior to the issuance of grading permits</p> <p>Prior to the issuance of grading and building permits</p>	



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		<i>geotechnical report are properly incorporated and utilized in the project design in order to adhere to all geotechnical requirements contained in the California Building Code.</i>			
VII-aiii, aiv, c.	a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: aiii. Seismic-related ground failure, including liquefaction? aiv. Landslides?	VII-4. <i>During construction, the project contractor shall completely remove and recompact any existing non-engineered fill on-site under the supervision of a registered geotechnical engineer, according to the recommendations presented in the Geotechnical Exploration Report and to the satisfaction of City. A written summary of the operations shall be submitted to the City Engineer.</i>	City Engineer Registered Geotechnical Engineer	During construction	
	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?	VII-5. <i>All grading and foundation plans for the development shall be designed by a Civil and Structural Engineer and reviewed and approved by the City Engineer, Chief Building Official, and a qualified Geotechnical Engineer, or through the state approval process for the school, prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the project design. In addition, prior to issuance of a building permit for any lot, the applicant shall submit to the City a letter from a qualified Geotechnical Engineer and Civil Engineer stating that the lot has been constructed in conformance with the approved Grading Plan and recommendations in the Geotechnical Report. The Geotechnical Exploration Report provides feasible measures including, but not limited to:</i>	City Engineer Chief Building Official Qualified Geotechnical Engineer	Prior to the issuance of grading and building permits	



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		<i>demolition and stripping design grades be cleaned to a firm undisturbed soil surface; specification of backfill materials and procedure; slope gradient guidelines; creek bank and bed protection proper foundation design; reinforced structural mat foundations; and post-tensioned slabs.</i>			
VII-b.	b. Result in substantial soil erosion or the loss of topsoil?	<p>VII-6. <i>Prior to grading permit issuance, the applicant shall submit a final grading plan to the City Engineer for review and approval. If the grading plan differs significantly from the proposed grading illustrated on the approved project plans, plans that are consistent with the new revised grading plan shall be provided for review and approval by the City Engineer.</i></p> <p>VII-7. <i>Any applicant for a grading permit shall submit an erosion control plan to the City Engineer for review and approval. The plan shall identify protective measures to be taken during construction, supplemental measures to be taken during the rainy season, the sequenced timing of grading and construction, and subsequent revegetation and landscaping work to ensure water quality in creeks and tributaries in the General Plan Area is not degraded from its present level. All protective measures shall be shown on the grading plans and specify the entity responsible for completing and/or monitoring the measure and include the circumstances and/or timing for implementation.</i></p>	<p>City Engineer</p> <p>City Engineer</p>	<p>Prior to the issuance of grading permits</p> <p>Prior to the issuance of grading permits</p>	



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		VII-8. <i>Grading, soil disturbance, or compaction shall not occur during periods of rain or on ground that contains freestanding water. Soil that has been soaked and wetted by rain or any other cause shall not be compacted until completely drained and until the moisture content is within the limit approved by a Soils Engineer. Approval by a Soils Engineer shall be obtained prior to the continuance of grading operations. Confirmation of this approval shall be provided to the City Engineer prior to commencement of grading.</i>	Soils Engineer City Engineer	During construction activities	
VII-d.	d. Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	VII-9. <i>Implement Mitigation Measure VII-5.</i>	See Mitigation Measure VII-5	See Mitigation Measure VII-5	
VII-f.	f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	VII-10. <i>Should construction or grading activities result in the discovery of unique paleontological resources, all work within 100 feet of the discovery shall cease. The Community Development Department shall be notified, and the resources shall be examined by a qualified archaeologist, paleontologist, or historian, at the developer's expense, for the purpose of recording, protecting, or curating the discovery as appropriate. The archaeologist, paleontologist, or historian shall submit to the Community Development Department for review and approval a report of</i>	City of Brentwood Community Development Department	If ground disturbing activities result in the discovery of unique paleontological resources	



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		<i>the findings and method of curation or protection of the resources. Work may only resume in the area of discovery when the preceding work has occurred. The language of this mitigation shall be included via notation on the project improvement plans.</i>			
X-a.	a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	X-1. <i>Prior to issuance of grading permits, the contractor shall prepare a Storm Water Pollution Prevention Plan (SWPPP). The Developer shall file the Notice of Intent (NOI) and associated fee to the SWRCB. The SWPPP shall serve as the framework for identification, assignment, and implementation of BMPs. The contractor shall implement BMPs to reduce pollutants in stormwater discharges consistent with the requirements established in 15.52.60(F): Erosion and Sediment Control of the City's Municipal Code. The SWPPP shall be submitted to the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the contractor shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.</i>	City Engineer	Prior to the issuance of grading permits	
		X-2. <i>Prior to the completion of construction, the applicant shall prepare and submit, for the City's review, an acceptable Stormwater Control Operation and Maintenance Plan. In addition, prior to the sale, transfer, or</i>	City Engineer	Prior to the completion of construction	



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		<p><i>permanent occupancy of the site, the applicant shall be responsible for paying for the long-term maintenance of treatment facilities, and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Brentwood. The applicant shall accept the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.</i></p> <p><i>The applicant shall submit, with the application of building permits, a draft Stormwater Facilities and Maintenance Plan, including detailed maintenance requirements and a maintenance schedule for the review and approval by the City Engineer. Typical routine maintenance consists of the following:</i></p> <ul style="list-style-type: none"> <i>Limit the use of fertilizers and/or pesticides. Mosquito larvicides shall be applied only when absolutely necessary.</i> <i>Replace and amend plants and soils as necessary to insure the planters are effective and attractive. Plants must remain healthy and trimmed if overgrown. Soils must be maintained to efficiently filter the storm water.</i> <i>Visually inspect for ponding water to ensure that filtration is occurring.</i> 			



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		<ul style="list-style-type: none"> After all major storm events, remove bubble-up risers for obstructions and remove if necessary. Continue general landscape maintenance, including pruning and cleanup throughout the year. Irrigate throughout the dry season. Irrigation shall be provided with sufficient quantity and frequency to allow plants to thrive. Excavate, clean and or replace filter media (sand, gravel, topsoil) to insure adequate infiltration rate (annually or as needed). 			
		<p>X-3. Design of on-site drainage facilities shall meet with the approval of both the City Engineer and the Contra Costa County Flood Control and Water Conservation District prior to the issuance of grading permits.</p>	<p>City Engineer</p> <p>Contra Costa County Flood Control and Water Conservation District</p>	<p>Prior to the issuance of grading permits</p>	
		<p>X-4. Contra Costa County Flood Control and Water Conservation District drainage fees for the Drainage Area shall be paid prior to issuance of grading permits to the satisfaction of the City Engineer.</p>	<p>City Engineer</p>	<p>Prior to the issuance of grading permits</p>	



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		<p>X-5. <i>The Applicant/Developer shall ensure that the project site shall drain into a street, public drain, or approved private drain, in such a manner that un-drained depressions shall not occur. Satisfaction of this measure shall be subject to the approval of the City Engineer.</i></p> <p>X-6. <i>The construction plans shall indicate roof drains emptying into a pipe leading to the project bioswale areas for the review and approval of the City Engineer prior to the issuance of building permits.</i></p> <p>X-7. <i>The improvement plans shall indicate concentrated drainage flows not crossing sidewalks or driveways for the review and approval of the City Engineer prior to the issuance of grading permits.</i></p>	<p>City Engineer</p> <p>City Engineer</p> <p>City Engineer</p>	<p>Prior to the issuance of grading permits</p> <p>Prior to the issuance of grading permits</p> <p>Prior to the issuance of grading permits</p>	
X-ci, cii, ciii	<p>c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p> <p>ci. Result in substantial erosion or siltation on- or off-site;</p> <p>cii. Substantially increase the rate or</p>	<p>X-8. <i>Prior to the completion of construction activities, the applicant shall prepare and submit, for the City's review, an acceptable Stormwater Control Operation and Maintenance Plan. In addition, prior to the sale, transfer, or permanent occupancy of the site the applicant shall be responsible for paying for the long-term maintenance of treatment facilities, and executing a Stormwater Management Facilities Operation and Maintenance Agreement and Right of Entry in the form provided by the City of Brentwood. The applicant shall accept the responsibility for maintenance of stormwater management facilities until such responsibility is transferred to another entity.</i></p>	City Engineer	Prior to the completion of construction activities	



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	amount of surface runoff in a manner which would result in flooding on- or offsite; or ciii. 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.	<p><i>The applicant shall submit, with the application of building permits, a draft Stormwater Facilities and Maintenance Plan, including detailed maintenance requirements and a maintenance schedule for the review and approval by the City Engineer. Typical routine maintenance consists of the following:</i></p> <ul style="list-style-type: none"> <i>Limit the use of fertilizers and/or pesticides. Mosquito larvicides shall be applied only when absolutely necessary.</i> <i>Replace and amend plants and soils as necessary to ensure the planters are effective and attractive. Plants must remain healthy and trimmed if overgrown. Soils must be maintained to efficiently filter the storm water.</i> <i>Visually inspect for ponding water to ensure that filtration is occurring.</i> <i>After all major storm events remove trash, inspect drain pipes and bubble-up risers for obstructions and remove if necessary.</i> <i>Continue general landscape maintenance, including pruning and cleanup throughout the year.</i> <i>Irrigate throughout the dry season. Irrigation shall be provided with sufficient quantity and frequency to allow plants to thrive.</i> <i>Excavate, clean and/or replace filter media (sand, gravel, topsoil) to ensure</i> 			



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		adequate infiltration rate (annually or as needed).			
		X-9. <i>Contra Costa County Flood Control & Water Conservation District drainage fees for the Drainage Areas shall be paid by the applicant prior to issuance of building permits.</i>	City Engineer	Prior to the issuance of building permits	
XV-a.	a. 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 fire protection?	<p>XV-1. <i>Prior to building permit issuance, the developer shall cause the project to be annexed into the most current Community Facilities District established for Emergency Medical and Fire Protection Service Funding, per Brentwood Municipal Code Chapter 17.635.</i></p> <p>XV-2. <i>The project applicant shall participate in a Community Facilities District, which has been established by the Fire District and will include annual assessments in an amount sufficient to cover the service costs associated with the new residences.</i></p>	<p>City of Brentwood Community Development Department</p> <p>City of Brentwood Community Development Department</p>	<p>Prior to building permit issuance</p> <p>Prior to building permit issuance</p>	
XV-b.	b. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental	XV-3. <i>Prior to approval of the final map, the developer shall cause the project to be annexed into the most current City Community Facilities District, per Brentwood Municipal Code Chapter 17.636.</i>	City of Brentwood Community Development Department	Prior to approval of the final map	



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	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 police protection?				
XV-c.	c. 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	XV-4. <i>Prior to building permit issuance, the developer shall submit to the Community Development Department written proof from the Liberty Union High School District and the Brentwood Union School District that appropriate school mitigation fees have been paid.</i>	City of Brentwood Community Development Department Liberty Union High School District Brentwood Union School District	Prior to building permit issuance	



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	objectives for schools?				
XVIII-a,b.	<p>a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?</p> <p>b. Cause a substantial adverse change in</p>	<p><i>XVIII-1. If tribal cultural resources are discovered during project-related construction activities, all ground disturbances within a minimum of 50 feet of the find shall be halted until a qualified professional archaeologist can evaluate the discovery. The archaeologist shall examine the resources, assess their significance, and recommend appropriate procedures to the lead agency to either further investigate or mitigate adverse impacts. If the find is determined by the lead agency in consultation with the Native American tribe traditionally and culturally affiliated with the geographic area of the project site to be a tribal cultural resource and the discovered archaeological resource cannot be avoided, then applicable mitigation measures for the resource shall be discussed with the geographically affiliated tribe. Applicable mitigation measures that also take into account the cultural values and meaning of the discovered tribal cultural resource, including confidentiality if requested by the tribe, shall be completed (e.g., preservation in place, data recovery program pursuant to Public Resources Code §21083.2[i]). During evaluation or mitigative treatment, ground disturbance and construction work could continue on other parts of the project site.</i></p>	<p>City of Brentwood Community Development Department</p> <p>Native American tribe traditionally and culturally affiliated with the geographic area of the project site</p>	<p>If tribal cultural resources are discovered during project-related construction activities</p>	



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	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 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. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead				



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	agency shall consider the significance of the resource to a California Native American tribe?				

