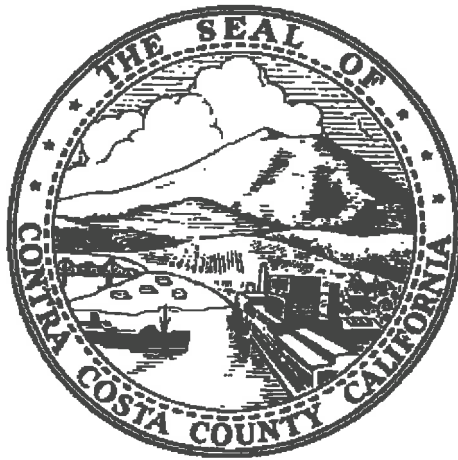


**Contra Costa County**  
**Climate Action Plan**  
**INITIAL STUDY/NEGATIVE DECLARATION**

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**October 2015**

## **ENVIRONMENTAL CHECKLIST FORM**

**1. Project Title:**

Contra Costa County Climate Action Plan

**2. Lead Agency Name and Address:**

Contra Costa County  
Department of Conservation and Development  
30 Muir Road  
Martinez, CA 94553

**3. Contact Person and Phone Number:**

Will Nelson, Principal Planner  
(925) 674-7791

**4. Project Location:**

The Climate Action Plan (CAP) inventories emissions from, provides greenhouse gas (GHG) reduction measures for, and is applicable to all unincorporated areas of Contra Costa County, including, but not limited to the following communities:

Acalanes Ridge	Clyde	North Gate
Alamo	Contra Costa Centre	North Richmond
Alhambra Valley	Crockett	Pacheco
Bay Point	Diablo	Port Costa
Bayview	Discovery Bay	Reliez Valley
Bethel Island	East Richmond Heights	Rodeo
Blackhawk	El Sobrante	Rollingwood
Briones	Kensington	San Miguel
Byron	Knightsen	Saranap
Camino Tassajara	Montalvin Manor	Shell Ridge
Canyon	Mountain View	Tara Hills
Castle Hill	Norris Canyon	Vine Hill

The 19 incorporated cities in the county are each responsible for preparing and implementing their own CAPs.

**5. Project Sponsor's Name and Address:**

Contra Costa County  
Department of Conservation and Development  
30 Muir Road  
Martinez, CA 94553

**6. General Plan Designation:**

The project is application to all General Plan designations in the unincorporated areas of Contra Costa County.

**7. Zoning:**

The project is application to all zoning designations in the unincorporated areas of Contra Costa County.

**8. Description of Project:**

The proposed project consists of adoption and implementation of the Contra Costa County CAP. The CAP identifies how the County will achieve the Assembly Bill (AB) 32 greenhouse gas (GHG) emissions reduction target of 15 percent below baseline (year 2005) levels by the year 2020, in addition to supporting other public health, energy efficiency, water conservation, and air quality goals identified in the County's General Plan and other policy documents. The CAP also lays the groundwork for achieving long-term State GHG reduction goals for 2035. Specifically, the CAP:

- Provides the scientific, regulatory, and public health framework for addressing climate change and GHGs at the local level (**Chapter 2**).
- Identifies sources of GHG emissions within the unincorporated areas of the county and estimates how these emissions may change over time (**Chapter 3**).
- Provides energy use, transportation, land use, water use, and solid waste strategies to reduce community-wide GHG emissions consistent with AB 32, Bay Area Air Quality Management District (BAAQMD) guidance, and Public Resources Code Section 21083.3 [California Environmental Quality Act (CEQA)] (**Chapter 4**).
- Proposes an approach to addressing climate change-related public health issues, which increases the county's resiliency to climate change, establishes priorities for improving public health, and identifies public health benefits that are expected to result from implementing the CAP (**Chapter 4**).
- Presents an implementation program to assist with monitoring and prioritization of the reduction strategies and public health goals through 2020 (**Chapter 5**).

The CAP and supporting documents can be found at: **[www.cccounty.us/CAP](http://www.cccounty.us/CAP)**

In addition to achieving the AB 32 GHG reduction target, the CAP is intended to streamline future environmental reviews in accordance with CEQA Guidelines Section 15183.5, Tiering and Streamlining the Analysis of Greenhouse Gas Emissions, which in part states:

Lead agencies may analyze and mitigate the significant effects of greenhouse gas emissions at a programmatic level, such as in...a separate plan to reduce greenhouse gas emissions. Later project-specific environmental documents may tier from and/or incorporate by reference that existing programmatic review.

This Initial Study provides programmatic-level analysis of the proposed CAP, as the CAP does not include any specific development proposals and would not result in direct physical environmental impacts.

In concert with streamlining future CEQA reviews, the CAP is intended to meet the BAAQMD's expectations for a Qualified GHG Reduction Strategy.

The GHG reduction strategy contained in Chapter 4 of the CAP consists of the following six topic areas, referred to in the document as goals:

- Energy Efficiency
- Renewable Energy
- Land Use and Transportation
- Solid Waste
- Water Conservation
- Government Operations

Each goal is divided into reduction measures, each of which contains several action items intended to reduce GHG emissions. For example, Goal 1 (Energy Efficiency) is to increase energy efficiency in residential and commercial building stock, and reduce community-wide electricity and natural gas use. This goal contains several reduction measures, such as Energy Retrofits in Residential Buildings and Energy Conservation Awareness. Together the Energy Efficiency reduction measures contain 27 specific action items. It is important to note that all of the action items identified in the CAP could be undertaken by the County whether or not the CAP was adopted.

Relative to CEQA review, the action items can be grouped into three categories:

1. Those which do not qualify as "projects" under CEQA, such as public outreach, pursuing funding for various GHG reduction programs, developing a recycling program at County facilities, and conducting energy audits.

2. Those which are ministerial actions and therefore statutorily exempt from CEQA pursuant to CEQA Guidelines Section 15268. Items such as installing residential alternative energy systems [photovoltaic (PV) panels, small wind energy systems, etc.] and weatherizing buildings fall into this category.
3. Those which are discretionary and would be subject to full environmental review prior to their implementation. General Plan amendments, zoning ordinance revisions, mixed-use and multi-family development, and public infrastructure improvements fall into this category.

Most of the CAP's action items fall into the first two categories. Future projects that are subject to CEQA review would be required to demonstrate consistency with the goals and actions of the CAP for project-level greenhouse gas (GHG) impacts to be deemed less than significant.

#### **9. Surrounding Land Uses and Setting:**

The Climate Action Plan would be implemented throughout unincorporated Contra Costa County. As shown in Figure 1, Contra Costa County is located in the East Bay region of the San Francisco Bay Area. The County covers approximately 805 square miles of land and water and is bounded on the northwest and north by the San Pablo Bay and the Sacramento-San Joaquin Delta, respectively; on the east by the Middle River and San Joaquin County; on the south by Alameda County; and on the west by Alameda County and the San Francisco Bay.

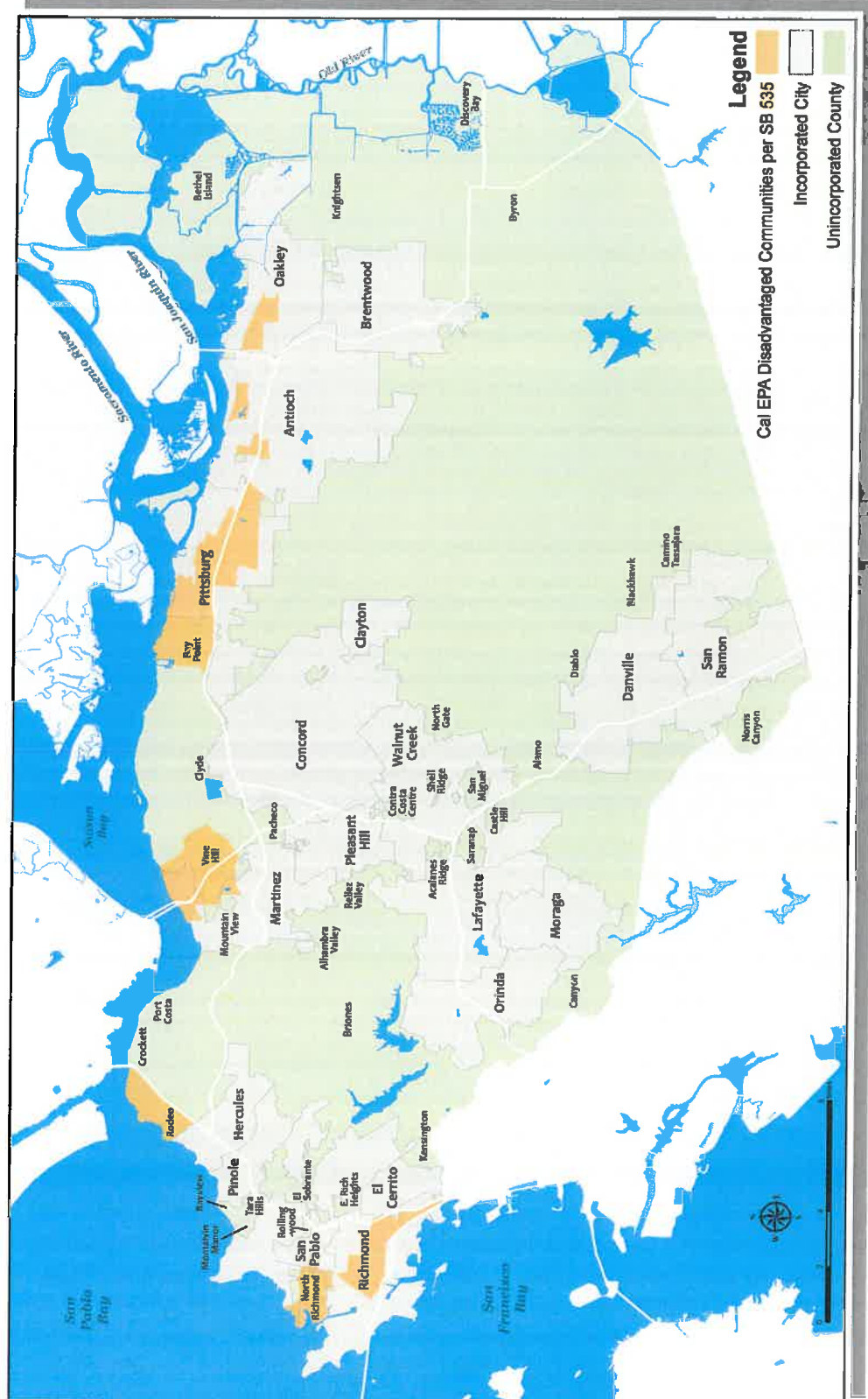
The County's physical geography is dominated by its extensive waterfront on the San Francisco and San Pablo Bays and the Sacramento-San Joaquin Delta. The other dominant geographic feature is Mount Diablo, a 3,849-foot peak near the county's geographic center. Lesser topographic features, such as the Diablo Range and the Oakland/Berkeley Hills, are also important elements of the natural landscape.

The hills that generally run north-south divide the County into three distinct geographic subareas: West, Central, and East. The West and Central areas are more urban and suburban in character and are home to the majority of the County's residents. East Contra Costa, while home to several growing cities and unincorporated communities, is largely rural and agriculture in character. The waterfront areas are home to heavy industry, including active oil refineries and power plants.

#### **10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):**

Adoption and implementation of the CAP would not require action by any other agencies.

**Figure 1**  
**County Map**



### **Environmental Factors Potentially Affected**

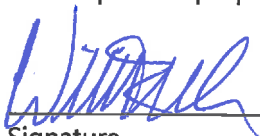
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

### **Environmental Determination**

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

  
Signature

10/29/15  
Date

William R. Nelson, Principal Planner  
Contra Costa County  
Department of Conservation and Development



	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<b>1. AESTHETICS – <i>Would the project:</i></b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b><u>Analysis</u></b></p> <p><b>a) <i>Less than Significant Impact</i></b></p> <p>The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially degrade the aesthetic quality of the environment. As a policy document, the CAP would have no direct impact on visual resources.</p> <p>The CAP does contain GHG reduction measures that promote physical changes to the built environment, such as increasing density near transit stops and along bus routes, maximizing infill development, installing PV panels and other alternative energy sources, planting street trees, and using higher-albedo materials for surfaces such as roofs and parking areas.</p> <ul style="list-style-type: none"> <li>• <b><u>Higher density near transit:</u></b> State policy promotes increased density in proximity to transit as a way of reducing vehicle miles traveled, thereby reducing GHG emissions. The CAP is consistent with this policy. Under the County's zoning, individual projects would still require discretionary approvals, which are subject to review under CEQA. Potential aesthetic impacts would be addressed as part of the project-level environmental review.</li> <li>• <b><u>Installation of PV panels/alternative energy sources:</u></b> State policy promotes installation of alternative energy systems. The CAP is consistent with this policy. California Government Code Section 65850.5 requires local governments to administratively approve solar energy systems unless there would be an impact to public health and safety. Local governments cannot deny a permit for a solar system based on aesthetic impacts.</li> </ul> <p>Wind energy conversion systems (wind turbines) are regulated by County Ordinance Code Chapter 88-3 and the CAP would not alter this ordinance. In order to limit their</p>				



visual impacts, residential (small scale) systems are already limited to 100 feet in height and restricted to agricultural parcels. Commercial and utility-scale wind energy systems require discretionary approvals, which are subject to CEQA review. Potential aesthetic impacts would be addressed as part of the project level environmental review.

- Planting street trees: Street trees and other ornamental vegetation are generally considered to have positive aesthetic impacts. Most zoning ordinances, including the County's, already require landscaping for new developments.
- Use of higher-albedo materials: The CAP encourages use of higher-albedo materials in order to reduce the "heat island" effect. Light-colored materials and finishes are already used extensively in construction and a gradual transition to additional use of such materials, which would occur over decades, would likely go unnoticed.

***b) Less than Significant Impact***

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially damage scenic resources including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. As explained above, the CAP promotes physical changes that are consistent with State policy for reducing GHG emissions. These changes would either be subject to environmental review of their own, are already regulated by existing ordinances, or would occur so gradually that they likely would not be perceived.

***c) Less than Significant Impact***

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development. As explained above, the CAP promotes physical changes that are consistent with State policy for reducing GHG emissions. These changes would either be subject to environmental review of their own, are already regulated by existing ordinances, or would occur so gradually that they likely would not be perceived.

***d) Less than Significant Impact***

Implementation of the CAP measures would not result in development of new major sources of light. Promoting the use of higher-albedo materials and installation of solar panels may result in more glare during daylight hours. As explained above, the County has no authority to deny permits for solar energy systems based on aesthetic impacts and an extremely gradual conversion to lighter-colored building materials and finishes is unlikely to be perceived.

2. **AGRICULTURAL AND FOREST RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. *Would the project:*

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ ☐ ☐ ☒

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ ☐ ☐ ☒

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

☐ ☐ ☐ ☒

d) Involve or result in the loss of forest land or conversion of forest land to non-forest use?

☐ ☐ ☐ ☒

e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural use?

☐ ☐ ☐ ☒

#### Analysis

#### **a) – b): No Impact**

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially impact agriculture or forest land resources. The CAP would have no direct impact on the conversion of farmland to non-agricultural use; however, it does discourage establishment of schools in agricultural areas. None of the CAP measures conflict with existing zoning for agricultural use or Williamson Act contracts.

**c) – d): No Impact**

Neither forest land nor timberland, as defined, exists within Contra Costa County.

**e): No Impact**

The CAP encourages infill development and densification of existing developed areas, which theoretically should reduce pressure to convert agricultural areas located along the existing urban fringe.

**3. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. *Would the project:***

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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**Analysis**

**a) – d): No Impact**

The CAP is a policy-level document intended to reduce GHG emissions for unincorporated Contra Costa County. The CAP provides energy use-, transportation-, land use-, water use-, and solid waste-related measures and strategies to reduce community-wide GHG emissions consistent with AB 32 and BAAQMD guidance. Many of the measures designed to reduce GHGs have the co-benefit of helping to reduce criteria air pollutants. For example, clustering development near transit would reduce vehicle miles traveled by car, thereby reducing emissions of CO<sub>2</sub> and ozone precursors. Installing alternative energy systems such as photovoltaic panels, and improving energy efficiency in buildings would reduce demand for electricity produced by burning fossil fuels. These co-benefits of the CAP support efforts to reduce pollutants in general, including criteria pollutants.

**e): No Impact**

The CAP does not propose strategies or measures that would directly or indirectly result in the creation of objectionable odors that would affect a substantial number of people; therefore, there would be no impact.

**4. BIOLOGICAL RESOURCES – *Would the project:***

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ ☐ ☐ ☒

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐ ☐ ☐ ☒

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ ☐ ☐ ☒

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

☐ ☐ ☐ ☒

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

☐ ☐ ☐ ☒

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

☐ ☐ ☐ ☒

### Analysis

#### **a) – e): No Impact**

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially impact biological resources. The CAP does not promote new development. Instead, it encourages development to occur in a manner that would reduce GHG emissions (e.g., in proximity to public transit) and promotes actions to improve energy efficiency in new and existing buildings. As the CAP does not require, or even suggest, that development occur at any specific location or in a biologically-sensitive area, location-specific impacts cannot be assessed. All development would still be subject to the myriad federal, State, and local regulations enacted for the purpose of protecting biological resources.

The CAP contains actions that are potentially beneficial to biological resources, such as encouraging infill of already-developed areas (as opposed to developing "greenfields"), discouraging conversion of agricultural land to urban uses, and encouraging planting of additional trees.

#### **f): No Impact**

There are no conflicts between the provisions of the CAP and the East Contra Costa Habitat Conservation Plan/Natural Community Conservation Plan (HCP/NCCP). Most of the land included in the HCP/NCCP is agricultural. The CAP is supportive of the HCP/NCCP because it discourages conversion of agricultural lands to urban use.

### **5. CULTURAL RESOURCES – *Would the project:***

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### Analysis

#### **a) – d): No Impact**

Since cultural resources tend to exist in fixed locations, such as a historic building or district or sacred site, impacts to cultural resources are highly dependent on the location and design of a particular project. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that

would potentially impact cultural resources. The CAP does not promote new development. Primarily, it encourages development to occur in a manner that would reduce GHG emissions (e.g., in proximity to public transit) and encourages actions to improve energy efficiency in new and existing buildings. As the CAP does not require, or even suggest, that development occur at any specific location, assessment of location-specific impacts would be speculative, if not impossible.

**6. GEOLOGY AND SOILS – *Would the project:***

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐ ☐ ☐ ☒

ii) Strong seismic ground shaking?

☐ ☐ ☐ ☒

iii) Seismic-related ground failure, including liquefaction?

☐ ☐ ☐ ☒

iv) Landslides?

☐ ☐ ☐ ☒

b) Result in substantial soil erosion or the loss of topsoil?

☐ ☐ ☐ ☒

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

☐ ☐ ☐ ☒

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐ ☐ ☐ ☒

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

☐ ☐ ☐ ☒

**Analysis**

***a) – e): No Impact***

Impacts related to geology and soils are highly dependent on the location and design of a



particular project, as geologic conditions change from site to site. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially impact geology and soils. As the CAP does not require, or even suggest, that development occur at any specific location, an assessment of location-specific impacts would be highly speculative. Additionally, all development in unincorporated Contra Costa County must comply with the California Building Code and the County's grading ordinance, which require designs that are appropriate for a site's specific geologic characteristics and conditions, thereby mitigating potential impacts.

**7. Greenhouse Gas Emissions – *Would the project:***

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ☐ ☐ ☐ ☒

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☐ ☒

**Analysis**

***a) – b): No Impact***

Implementation of the CAP would allow the County to achieve a 15 percent reduction in GHG emissions below 2005 levels by 2020 consistent with AB 32, and will set the County on a trajectory to achieve the state GHG reduction target set by Executive Order S-3-05 of reducing GHG emissions 80 percent below 1990 levels by 2050. The CAP would not cause a direct or indirect increase in GHG emissions and would support policies and regulations adopted for the purpose of reducing GHGs.

**8. HAZARDS AND HAZARDOUS MATERIALS – *Would the project:***

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ☐ ☐ ☐ ☒

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment? ☐ ☐ ☐ ☒

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☐ ☒



d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis

##### *a) – d): **No Impact***

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would result in the routine handling, generation, transportation, emission or release of hazardous materials. As the CAP does not require, or even suggest, that development occur at any specific location, an assessment of location-specific impacts related to hazardous materials would be highly speculative. All development must comply with extensive hazardous materials regulations, which are codified in Titles 8, 22, and 26 of the California Code of Regulations, and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety Code. The purpose of these regulations is to minimize impacts related to hazardous materials.

##### *e) – f): **No Impact***

Contra Costa County has two general aviation airports: Buchanan Field in Concord and Byron (East County) Airport located south of the community of Byron. Several private airfields are located throughout the County as well. The CAP does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development in the vicinity of any public airport or private airfield. Development in and around County airports must be

consistent with the General Plan and zoning, as well as the Contra Costa County Airport Land Use Compatibility Plan, the primary purpose of which is to safeguard public safety by ensuring compatibility between the airports and nearby land uses. There are no conflicts between the CAP and the Compatibility Plan.

**g): No Impact**

The CAP does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that could interfere with any emergency response or evacuation plans. The CAP is a policy-level document and none of the policies in the CAP conflict with the aforementioned plans.

**h): No Impact**

The CAP would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. The California Department of Forestry and Fire Protection has designated Fire Hazard Severity Zones and Very High Fire Hazard Severity Zones within unincorporated areas of the County. The CAP does not include site-specific designs or proposals, nor does it grant entitlements or permits for development in proximity to the fire hazard zones. However, the CAP does encourage infill development as opposed to development along the existing urban-rural interface where wildfires are more likely to occur.

**9. HYDROLOGY AND WATER QUALITY – *Would the project:***

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis

##### **a), c) – f): *Less than Significant Impact***

Impacts related to hydrology and water quality are highly dependent on the location, design, and use of a particular project. The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would potentially impact water quality or drainage patterns, or increase runoff. The CAP encourages, but does not require, certain types of development, such as higher densities near transit and construction of bicycle and pedestrian facilities. Projects/improvements encouraged by the CAP could alter drainage patterns, increase runoff, and/or impact water quality. However, these projects would be subject to existing federal, State, and local regulations related to drainage and water quality, such as the National Pollutant Discharge Elimination System (NPDES) and the County's grading ordinance. Most, if not all of these projects would be subject to environmental review under CEQA. Through that process, project-specific impacts related drainage patterns, runoff, and pollution would be addressed.

##### **b): *No Impact***

The CAP includes water conservation measures intended to reduce water demand in general. The CAP does not include measures that would require additional draw on groundwater supplies or interfere with groundwater recharge.

##### **g) – j): *No Impact***

Portions of unincorporated Contra Costa County are within 100-year floodplains and/or could flood as a result of a levee or dam failure. However, none of the CAP's reduction measures address development within such areas. Development in areas subject to flooding

would occur whether or not the CAP was adopted and would be subject to General Plan, zoning, and California Building Code requirements. The State and its reclamation districts, as well as the U.S. Army Corps of Engineers in some instances, are responsible for inspecting dams and levees and ensuring their safety. The CAP has no bearing on these functions.

As the CAP does not grant approvals for development at any specific location, it would not increase the likelihood of a new project being inundated by flood, seiche, tsunami or mudflow.

Because climate changes resulting from GHG emissions are expected to cause a rise in sea levels, the CAP would be expected to have a beneficial incremental impact on potential impacts from tsunamis and seiches by delaying the rise in sea level through reductions in GHG emissions.

#### 10. LAND USE AND PLANNING – *Would the project:*

a) Physically divide an established community? ☐ ☐ ☐ ☒

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ☐ ☐ ☐ ☒

c) Conflict with any applicable habitat conservation plan or natural communities conservation plan? ☐ ☐ ☐ ☒

#### Analysis

##### **a): No Impact**

Physical division of an established community most often occurs as a result of constructing barriers to easy and frequent travel between two or more parts of a community. For example, a freeway with few crossings could effectively split a community. The CAP does not propose any actual development or changes to the existing General Plan or zoning that could eventually lead to physical division of an established community. In fact, certain measures in the CAP encourage improved connectivity within the county, such as by closing gaps in pedestrian and bicycle networks and implementing Complete Streets concepts into right-of-way design.

##### **b) No Impact**

The purpose of the CAP is to achieve a 15 percent reduction in GHG emissions below 2005 levels by 2020, consistent with AB 32, and set the County on a trajectory to achieve the State GHG reduction target set by Executive Order S-3-05 of reducing GHG emissions 80 percent below 1990 levels by 2050. The CAP is a policy-level document designed to complement and support existing plans and regulations, such as the County General Plan and zoning. The CAP

does not change the General Plan, zoning, or any other plan or regulation in any way. The CAP includes measures that encourage, but not require, development to occur in ways that reduce GHG emissions. For example, the CAP promotes higher densities in proximity to public transit, improvements to the county's bicycle and pedestrian circulation system, energy retrofits for existing residential buildings, and water conservation. All of these could occur with or without adoption of the CAP and are in fact reflective of existing State and local policies. Certain actions, such as residential energy retrofits, can be accomplished solely through issuance of building permits, which are ministerial and exempt from CEQA. In instances where a project necessitates a change to the General Plan or zoning, the environmental impacts would be evaluated through a project-level CEQA review.

**c) No Impact**

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant any entitlements or permits for development that would have the potential to degrade the quality of the environment or adversely affect the East Contra Costa HCP/NCCP. Most of the land included in the HCP/NCCP is agricultural. The CAP is supportive of the HCP/NCCP because it discourages conversion of agricultural lands to urban use.

**11. MINERAL RESOURCES – Would the project:**

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

Analysis

**a) – b): No Impact**

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that could adversely impact mineral resources in the County. None of the GHG reduction measures in the CAP pertain directly to mineral resources or quarrying operations. GHG Reduction Measure LUT 3 does include an Action Item to consider amending the County Building Code to prohibit unnecessary idling of off-road and heavy equipment of the type used at quarries. However, an amendment to the County Building Code would be a project under CEQA and would require its own environmental review.

**12. NOISE – Would the project:**

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

b) Exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis

##### **a) – d): *Less than Significant Impact***

The CAP is a policy-level document that does not include any site-specific designs or proposals, or grant any entitlements or permits for development. As a policy document, the CAP would have no direct impact related to noise or vibration. Future projects undertaken to implement the CAP's GHG reduction measures could result in noise and vibration. Minor projects such as building retrofits, installation of PV panels, and installation of EV charging stations would result in minimal, temporary construction-related noise impacts. Most, if not all of these projects would be ministerial and therefore categorically exempt from CEQA. Furthermore, these projects can move forward, and have, without the CAP being adopted. Major projects, such as high-density/mixed-use developments and public right-of-way improvements to accommodate alternate modes of transportation, would be subject to full environmental review. Noise impacts associated with such projects would be addressed, and mitigated if necessary, through a project-level CEQA evaluation.

##### **e) – f) *No Impact***

As noted above, there are two airports in the county, Buchanan and Byron. Development near each is subject to the Contra Costa County Airport Land Use Compatibility Plan, which includes provisions regarding noise compatibility. Any project implementing CAP measures in the vicinity of either airport must comply with the Compatibility Plan and therefore would not result in a significant noise impact.



Several private airfields are located throughout the County. The CAP does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development in the vicinity of any of these private airfields. Ministerial projects that implement the CAP, such as installation of PV panels, would not be expected to expose people to additional noise associated with these airfields. Discretionary projects would require CEQA review, at which time project-specific noise impacts would be addressed.

**13. POPULATION AND HOUSING – *Would the project:***

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

☐ ☐ ☐ ☒

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐ ☐ ☐ ☒

c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

☐ ☐ ☐ ☒

**Analysis**

***a) – c): No Impact***

The CAP is a policy-level document that does not include any site-specific designs or proposals, nor does it grant entitlements or permits for development that would lead to population growth or displacement of housing or residents. The CAP does not promote new development. Instead, it encourages development to occur in a manner that reduces GHG emissions, such as by infilling and increasing density in proximity to transit stations as opposed to building on greenfields. As the CAP does not require, or even suggest, that development occur at any specific location, an assessment of location-specific impacts, such as displacement of existing housing units or residents, would be highly speculative. While the CAP encourages certain development patterns such as higher densities near public transit, implementing projects would require approval of discretionary permits such as rezonings, subdivisions, and development plans, all of which are subject to environmental review under CEQA. Project-specific impacts would be addressed during the CEQA process.

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

a) Fire Protection?

☐ ☐ ☐ ☒

b) Police Protection?

☐ ☐ ☐ ☒



c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis

#### *a) – e): No Impact*

In 2007 the County adopted a Municipal Climate Action Plan (MCAP) to address GHG emissions resulting from County government operations. The proposed CAP includes GHG reduction measures related to County government operations, but these are supportive and do not impact the MCAP in any way.

The CAP does not include any site-specific designs or proposals, grant any entitlements or permits for development, or propose to change existing land use designations or zoning. There would be no increase in population or employment as a result of the CAP. Therefore, the CAP would have no impact on service ratios, response times, or other performance standards or objectives related to public services.

### 15. RECREATION

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

#### Analysis

#### *a) – b): No Impact*

Implementing the CAP would not lead to population or employment growth that could result in increased physical deterioration of parks and recreational facilities. The CAP does promote increased walking and bicycling activities and development of the necessary infrastructure to support those activities. However, as the CAP does not identify specific projects or locations, attempting to assess these impacts would be highly speculative. Additionally, infrastructure projects, whether undertaken in support of the CAP or not, are themselves subject to CEQA. Potential impacts associated with those projects would be addressed through a project-level environmental review. Accordingly, the CAP would have no impact on parks or other recreational facilities.

16. TRANSPORTATION/TRAFFIC – *Would the project:*

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

☐ ☐ ☐ ☒

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the County congestion management agency for designated roads or highways?

☐ ☐ ☐ ☒

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

☐ ☐ ☐ ☒

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ ☐ ☐ ☒

e) Result in inadequate emergency access?

☐ ☐ ☐ ☒

f) Conflict with adopted policies, plans or programs supporting alternate transportation (e.g., bus turnouts, bicycle racks)?

☐ ☐ ☐ ☒

Analysis

*a) – b): **No Impact***

The primary purpose of the CAP is to reduce GHG emissions, and a large component of the anticipated reductions is a reduction in emissions from transportation sources, primarily single-occupant vehicles. The CAP encourages mixed land uses and transit-oriented development; improved pedestrian and bicycle facilities; carpooling and other voluntary trip reduction programs; collaboration with BART and other transit providers to increase ridership; and other actions intended to reduce vehicle trips and vehicle miles traveled. These measures are intended to help alleviate existing and projected traffic congestion throughout the county. As each of these measures would have a beneficial effect with regard to the performance of the county's circulation system, there would be no negative impact.

**c): No Impact**

The CAP is a policy document that would have no direct effect on air traffic. None of the GHG reduction measures in the CAP relate to air traffic. Projects occurring in the vicinity of either County airport must be consistent with the safety and compatibility policies in the Contra Costa County Airport Land Use Compatibility Plan, whether or not they are undertaken in support of the CAP. Additionally, it is highly likely that any project having the potential to impact air traffic would be subject to its own project-level CEQA review.

**d) – e): No Impact**

The CAP is a policy-level document that does not include any site-specific designs or proposals, grant any entitlements or permits for development, or change existing land use or zoning designations. As the CAP does not permit any development or require construction of any specific projects, its adoption would not increase in hazards or obstruct emergency access. One of the goals of the CAP is to improve mobility by providing safe facilities for pedestrians and bicycles. Projects undertaken in support of this goal would have a beneficial impact on public safety. Furthermore, such infrastructure improvements are subject to review under CEQA. Any unforeseen impacts regarding hazards or access would be addressed through the project-level environmental review.

**f) No Impact**

The CAP promotes transit-oriented development, improvements to bicycle/pedestrian facilities, prioritizing alternative mode access to BART and other transit stations, and other actions and programs aimed at decreasing vehicle miles traveled. The CAP is therefore consistent with policies and ordinances supporting alternative transportation.

**17. UTILITIES AND SERVICE SYSTEMS – *Would the project:***

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Analysis

##### *a) – b), d) – e): **No Impact***

The CAP would not increase population or employment, or result in development of land uses that would increase demand for water supplies, water treatment and conveyance, and wastewater treatment and conveyance. One of the goals of the CAP is to decrease water consumption, which would reduce GHG emissions by requiring less energy to pump, treat, collect, and discharge water. With reduced demand for water, the demand for wastewater treatment capacity and conveyance infrastructure would also be expected to decrease. No new treatment capacity or conveyance lines would be necessary. As there would be no new discharge resulting from the CAP, the treatment requirements of the San Francisco Bay Regional Water Quality Control Board would not be exceeded.

##### *c): **Less than Significant Impact***

As explained under *Hydrology and Water Quality* above, because the CAP is a policy document that does not propose any specific projects, it would not result in development that could potentially impact drainage patterns or increase surface runoff. Therefore, there would be no need to provide new or expanded stormwater drainage facilities as a result of the CAP's adoption. Projects undertaken in support of the CAP that are ministerial in nature would be required to comply with the Municipal Regional Stormwater NPDES permit and the County's grading ordinance. Discretionary projects would be required to comply with these regulations and also would be subject to project-level CEQA review, wherein any potential impacts would be identified and mitigated.

##### *f) – g): **No Impact***

The CAP is a policy document that would not directly result in development of housing or other land uses that would generate solid waste. The CAP includes numerous action items aimed at reducing solid waste generation, increasing recycling and composting, and improving landfill management. The CAP would be supportive of the County's Integrated Waste Management Plan and the AB 341 statewide goal of achieving 75 percent disposal reduction by 2020.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

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

☐☐☒☐

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

☐☐☒☐

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☐☐☐☒

### Analysis / Conclusion

#### **a): *Less than Significant Impact***

As stated throughout this Initial Study, the CAP is a policy-level document that does not include any site specific designs or proposals, nor does it grant any entitlements or permits for development that would have a direct impact on the physical environment. Every action item specified in the CAP could be implemented whether or not the CAP was adopted. Most of the action items either would not qualify as "projects" under CEQA or would be exempt from CEQA because they would be ministerial under the County Ordinance Code. The remaining action items would be subject to their own CEQA reviews upon implementation and any project-specific impacts would be addressed through those processes.

As explained in the *Biological Resources* section, the CAP would have no direct negative impact on biological resources and future projects would continue to be subject to applicable federal, State, and local regulations that protect such resources. The CAP includes action items that would be beneficial to biological resources, such as planting additional trees and preserving agricultural land.

Similarly, as explained under *Cultural Resources*, the CAP would have no direct impact on cultural resources. Such resources tend to exist in fixed locations, such as a historic building or district, or a sacred site and the CAP does not require, or even suggest, that development

occur at any specific location, particularly one that is culturally significant. Existing regulations and processes intended to protect cultural resources would be unaffected by adoption of the CAP.

**b): *Less than Significant Impact***

The CAP is a policy document that would not directly result in any development, so there would be no direct physical effects that could combine with the physical effects of other projects in the region to result in "cumulatively considerable" impacts. The CAP does not alter the intended build-out or overall density envisioned in the County General Plan. Every action item specified in the CAP could be implemented whether or not the CAP was adopted. Most of the action items either would not qualify as "projects" under CEQA or would be exempt from CEQA because they would be ministerial under the County Ordinance Code. The remaining action items would be subject to their own CEQA reviews upon implementation and any cumulatively-considerable impacts would be addressed through those processes.

**c): *No Impact***

The CAP would not result in any impacts to the physical environment that could result in adverse impacts on human beings. As explained above, every action item specified in the CAP could be implemented whether or not the CAP was adopted. Most of the action items would either not qualify as "projects" under CEQA or would be exempt from CEQA because they would be ministerial under the County Ordinance Code. The remaining action items would be subject to their own CEQA reviews upon implementation and potentially significant impacts would be addressed through those processes.

The purpose of the CAP is to incrementally reduce impacts and environmental degradation associated with climate change. In this broad context, implementation of the CAP would be beneficial to human beings. At the local level, the CAP benefits humans by supporting healthier environments and lifestyles. For example, the CAP supports construction of additional pedestrian and bicycle facilities, which in turn would encourage more exercise, and encourages planting of more trees, which would beautify urban environments and improve air quality. The CAP also includes a health co-benefits analysis, which demonstrates how many of the CAP's action items would result in indirect benefits to people, such as lower utility bills and more livable/comfortable residences and workplaces. For these reasons, the CAP would have positive effects on human beings.

Source Documents

Bay Area Air Quality Management District, *Bay Area 2010 Clean Air Plan*

California Department of Conservation, *Contra Costa County Important Farmland Map 2012*

California Department of Forestry and Fire Protection, *Fire Hazard Severity Zone Maps*

California, State of, *Government Code Section 65850.5*

California, State of, *Government Code Titles 8, 22, and 26*

California, State of, *Health and Safety Code Chapter 6.95*

Contra Costa County, *Airport Land Use Compatibility Plan*

Contra Costa County, *County Ordinance Code, Titles 7 (Building Regulations), 8 (Zoning), 9 (Subdivisions), and 10 (Public Works and Flood Control)*

Contra Costa County, *Climate Action Plan (Proposed)*

Contra Costa County, *East Contra Costa Habitat Conservation Plan / Natural Community Conservation Plan*

Contra Costa County, *General Plan 2005-2020*