INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

Heritage Point Mixed Use Development Project

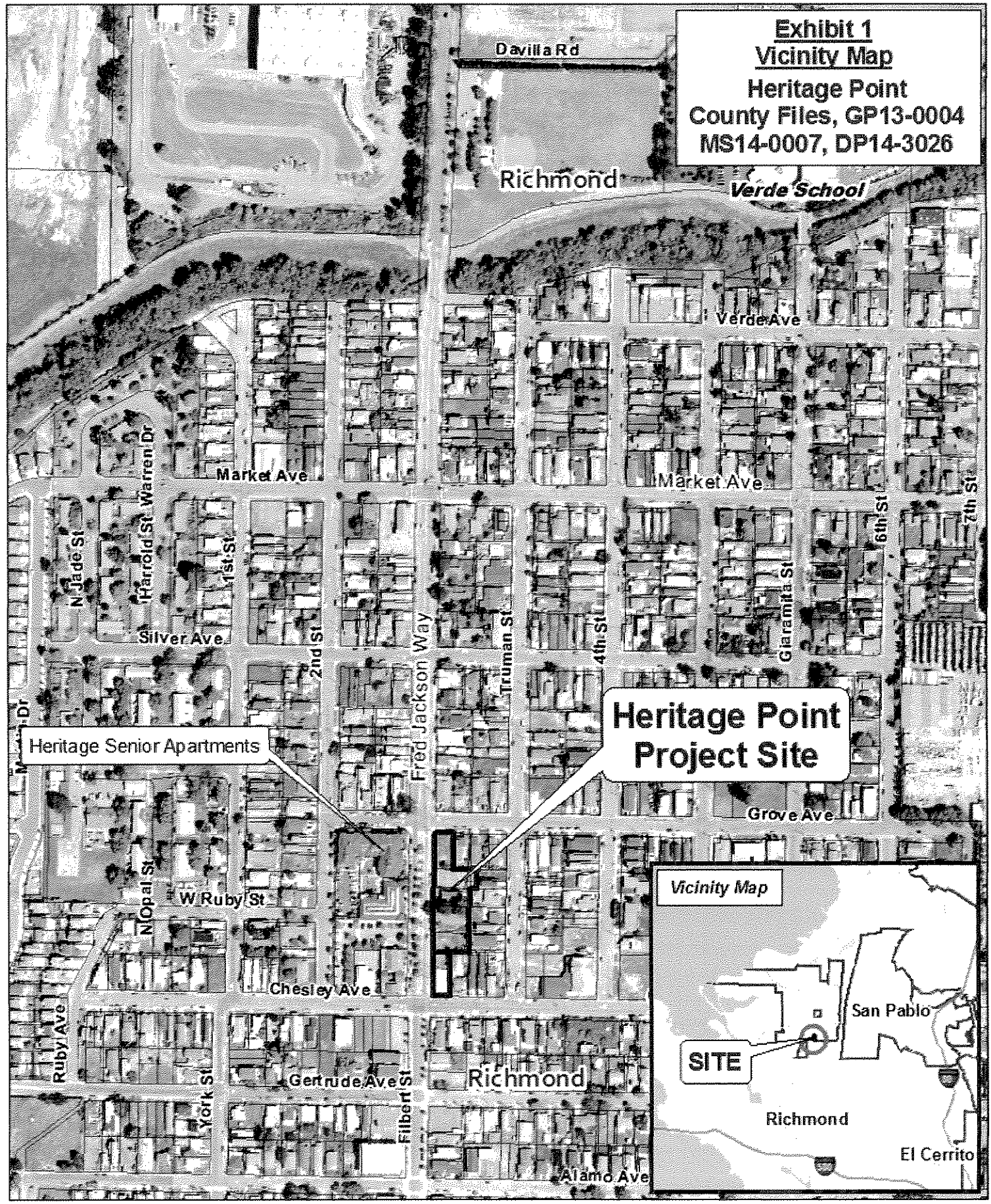
Unincorporated North Richmond Area

February 2015

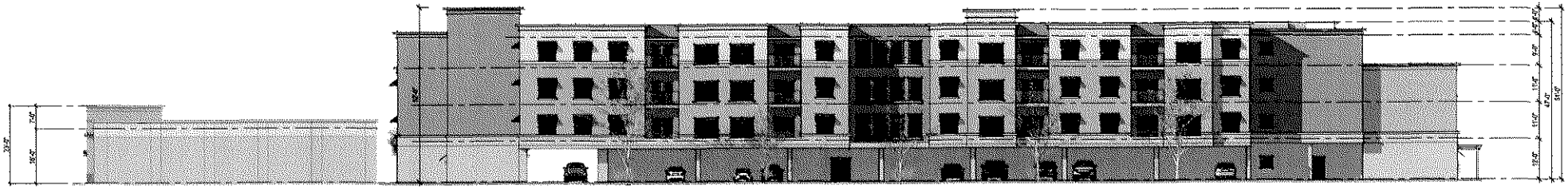
TABLE OF CONTENTS

APPENDICES

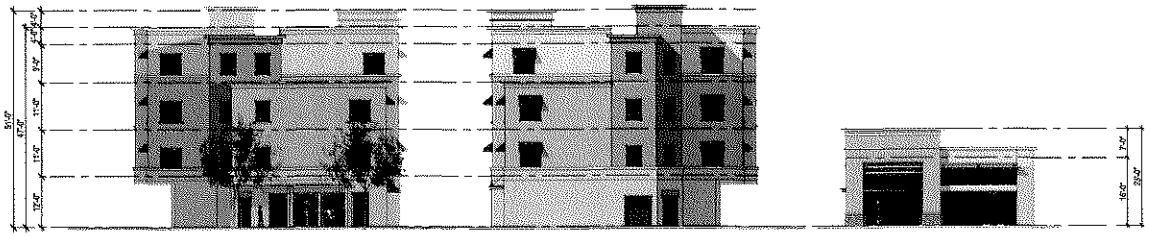
LIST OF FIGURES



WEST ELEVATION - FRED JACKSON WAY



EAST ELEVATION (REAR OF BUILDING)

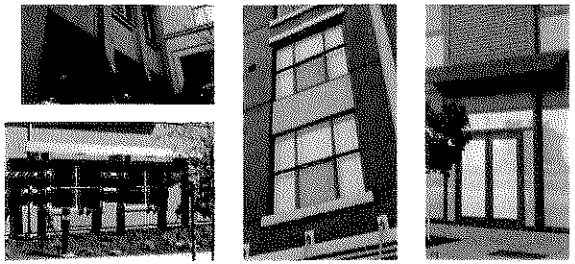


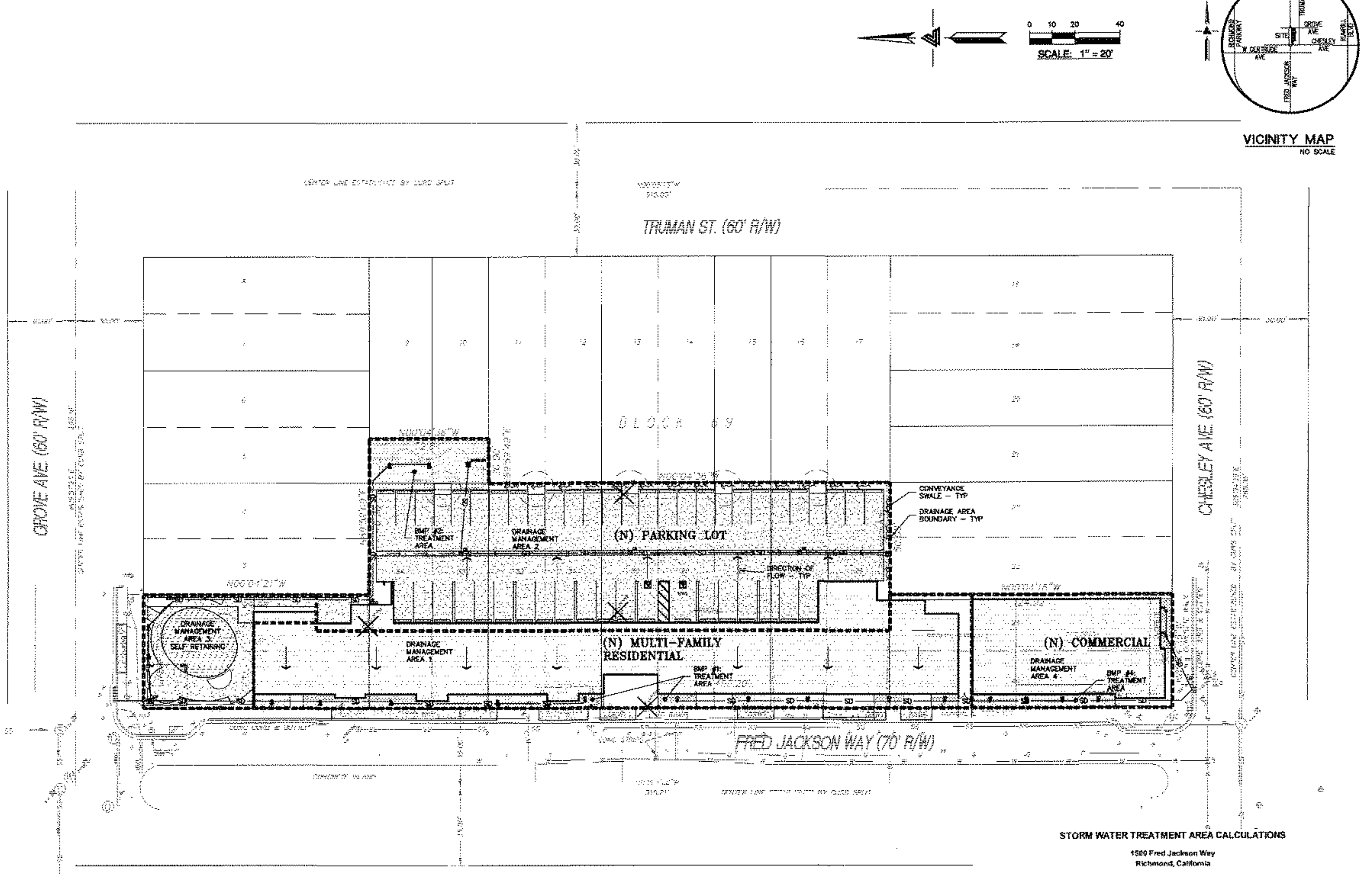
RESIDENTIAL BUILDING

RETAIL BUILDING

NORTH ELEVATION - GROVE AVE

SOUTH ELEVATIONS - CHESLEY AVE





STORM WATER TREATMENT AREA CALCULATIONS

1500 Fred Jackson Way
Richmond, California

Total Site Area: 35,397 sf

Study Area: 35,397 sf
Proposed Impervious Area: 32,210 sf

Area Summary	Proposed Impervious Area		Treatment Area Required @ 4% Roof Area		Treatment Area	Treatment Area Provided		%	Excess Treatment Area Provided	
Drainage Area #1	9,979	sf	399	sf	BMP1	1,590	sf	399%	1,191	sf
Drainage Area #2	15,388	sf	616	sf	BMP2	1,219	sf	198%	603	sf
Drainage Area #3	2,793	sf	112	sf	BMP3	-	sf	-	-	sf
Drainage Area #4	4,051	sf	162	sf	BMP4	381	sf	235%	219	sf
Total	32,210	sf	1,288	sf		3,187	sf	247%	1,899	sf

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HERITAGE POINT
1500 FRED JACKSON WAY
RICHMOND, CALIFORNIA
CONTRA COSTA COUNTY
APN: 409-080-001-4, -013-9, -014-7, -015-4, -016-2, -020-4, -021-2

PRELIMINARY STORM WATER TREATMENT PLAN

REVISIONS	BY
-	-
-	-
-	-
-	-
-	-

JOB NO: 2140111P2
DATE: 01-16-15
SCALE: 1" = 20'
DESIGN BY: CA
DRAWN BY: TB
SHEET NO:

C-3.0

04 OF 05 SHEETS

ENVIRONMENTAL CHECKLIST FORM

1.	Project Title:	Heritage Point Mixed Use Development Project General Plan Amendment, Tentative Map and Preliminary and Final Development Plan (County Files: GP13-0004, MS14-0007 & DP14-3026)
2.	Lead Agency Name and Address:	Contra Costa County Department of Conservation and Development 30 Muir Road Martinez, CA 94553
3.	Lead Agency Contact Person:	John Oborne (925) 674-7793
4.	Project Sponsors, Representative and Address:	Community Housing & Development Corp. 1535-A Fred Jackson Way Richmond, CA 94801
5.	Project Location:	0.81 acres located at the northeast corner of Chesley Ave. and Fred Jackson Way in North Richmond (unincorporated area of Contra Costa County) See Exhibit 1 for the project's location.
6.	General Plan Designation:	Commercial (CO)
7.	Zoning:	Planned Unit District (P-I)
8.	Description of Project:	The proposed project involves a request for the following entitlements from the County: 1. Approval of a Preliminary and Final Development Plan to construct a 4-story, 42-unit, multi-family affordable housing development with small retail and office uses on the ground level. To accomplish this applicant is also requesting, 2. A General Plan Amendment to change the land use designation from Commercial (CO) and Single Family High

		Density to Mixed Use (MU) and, 3. A Vesting Tentative Map to combine seven existing lots into 2 lots. Also proposed are frontage improvements which include modifications to the median strip in Fred Jackson Way to provide more room for emergency vehicles, possible off-site improvements along Fred Jackson way, north to the Wildcat Creek, involving sidewalk reconstruction, installation of corner curb cuts and/or bulb-outs, utility pole relocation and striping for bike lanes. Acquisition of an adjacent 1,060 sq. ft. property is also contemplated. The project also proposes to seek financing from the following sources: County funds as follows: Housing Successor; HOME Investment Partnerships Act (federal); Community Development Block Grant (federal), and State funds as follows: Greenhouse Gas Reduction Funds (Affordable Housing and Sustainable Communities), and other possible sources.
9.	Surrounding Land Use and Settings:	The subject parcels are bounded by the Community Heritage Senior Apartments to the west and residential neighborhoods to the east, south and north.
10.	Other Public Agencies Whose Approval is Required (e.g., permits, financing, approval, or participation agreement):	Contra Costa County Fire Protection District, Contra Costa County Public Works Dept. East Bay Municipal Utility District, West County Waste Water District Financing: County funds as follows: Housing Successor; County trust funds; HOME Investment Partnerships Act (federal); Community Development Block Grant (federal), and State funds as follows: Greenhouse Gas Reduction Funds (Affordable Housing and Sustainable Communities), and other possible sources.

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

	Aesthetics		Agricultural Resources	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Geology and Soils
	Hazards and Hazardous Materials		Hydrology and Water Quality		Land Use and Planning
	Mineral Resources	X	Noise		Population and Housing
	Public Services		Recreation		Transportation/Traffic
	Utilities and Service Systems		Mandatory Findings of Significance		

DETERMINATION

On the basis of the initial evaluation:

__ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

X 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 the mitigation measures described on an attached sheet have been added to the project. 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 significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." 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.

John Oborne 2/3/15

John Oborne
Senior Planner
Contra Costa County
Department of Conservation and Development

Date

SOURCES

In the process of preparing the Checklist and conducting the evaluation, the following references were consulted. (These references are available for review at the Contra Costa County Department of Conservation and Development, 30 Muir Road, Martinez.)

1. Project Plans for Heritage Point including site plan, floor plans and elevations (dated received by Community Development Department 7/6/14).

2. The Contra Costa County General Plan (2005-2020).

3. County Zoning Code, Title 8.

4. North Richmond Planned Unit District Zoning Plan, Adopted December 1994, Reprint December 2006.

5. California Department of Conservation. Map of Important Farmlands in Contra Costa County, 2010.

6. Cultural Resource Study Heritage Point Project, by LSA, January 2015.

7. Air Quality Calculations by LSA, January 2015.

ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the proposal:					
a.	Have a substantial adverse effect on a scenic vista? *(Sources 1,2)*				X
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? *(Sources 1)*			X	
c.	Substantially degrade the existing visual character or quality of the site and its surroundings? *(Sources 1)*			X	
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? *(Sources 1)*			X	

Impact I.a.: Scenic Vistas. No Impact. The site is not a scenic vista (as defined by the Contra Costa General Plan) so there would be no impact.

Mitigation Measure I.a. : None Required.

Impact I.b.c.: Scenic Resources, Trees, Visual Character or Quality. Less than Significant Impact. The project proposes to remove several trees to

make room for construction, but proposes to plant 20 trees as part of the landscaping for the project. Development of the subject parcels would change the view from Fred Jackson Way from a number of parcels that are either vacant or contain older structures to a developed urban site with a new street scape that is meant to compliment the North Richmond Senior Housing Project located directly across the street. The proposed project would have a less than significant impact on scenic resources including trees and visual effect on the existing site and its surroundings.

Mitigation Measure I.b.c: None Required.

Impact I.d.: Light and Glare. Less than Significant Impact. Outdoor lighting associated with the proposed project would be designed and located to minimize ambient light levels for any given application, consistent with development standards of the North Richmond Planned Unit District. Ornamental, pedestrian scale lighting fixtures shall be utilized to the degree possible. Lighting fixtures would be designed to minimize glare and the direct view of lighting sources. Street lighting would be down lit, thus reducing the potential for glare. The number and type of street lights to be installed would need to meet the requirements of the County's Street Lighting Ordinance. This would be a less than significant impact to light and glare on the surrounding area.

Mitigation Measure I.d.: None Required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL 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 Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland. Would the project:				
a. Convert Prime				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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 Resource Agency, to non-agricultural use? *(Sources 1,5)*				
b.	Conflict with existing zoning for Agricultural use or a Williamson Act contract. *(Sources 1)*				X
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, non-agricultural use? *(Sources 1,5)*				X

Impact II.a. - c.: Agricultural Soils, Agricultural Zoning. No Impact. The proposed project would not impact any prime farmland and the subject parcels are not zoned agricultural. According to a review of the Important Farmland Mapping for Contra Costa County 2010, the land area is identified as urban / built up. The subject parcels are designated Commercial under the Land Use Element Map and are proposed for a Mixed Use designation, neither of which are agricultural land uses. These parcels are not under a Williamson Act contract. Based on the foregoing information, the project would not adversely affect agricultural resources in Contra Costa County. The proposed project would have no impact on agricultural resources.

Mitigation Measures II.a. - c.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significant 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? *(Sources 1, 2, 7)*			X	
b.	Violate any air quality standard or contribute to an existing or projected air quality violation? *(Source 1, 2,7)*		X		
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)? *(Source 1, 2,7)*			X	
d.	Expose sensitive receptors to substantial pollutant concentrations?			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	(Source 1, 2)				
e.	Create objectionable odors affecting a substantial number of people? *(Source 1, 2)*				X

Impact III.a.: Conflict with or obstruct implementation of the applicable air quality plan? Less than Significant.

The air quality plan applicable to the project area is the Bay Area Air Quality Management District's (BAAQMD) Bay Area 2010 Clean Air Plan (Clean Air Plan), which was adopted on September 15, 2010.[1] The Clean Air Plan is a comprehensive plan to improve Bay Area air quality and protect public health. The Clean Air Plan defines control strategies to reduce emissions and ambient concentrations of air pollutants; safeguard public health by reducing exposure to air pollutants that pose the greatest heath risk, with an emphasis on protecting the communities most heavily affected by air pollution; and reduce greenhouse gas emissions to protect the climate. Consistency with the Clean Air Plan can be determined if the project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. An evaluation of the project's consistency with each of these criteria is provided below. As described below, the proposed project would not conflict with or obstruct implementation of the Clean Air Plan and this impact would be less than significant.

Clean Air Plan Goals. The primary goals of the Clean Air Plan are to: attain air quality standards; reduce population exposure to air pollutants and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect the climate. As indicated in the analysis that follows in Sections III.b and VII.a, below, the proposed project would not exceed the BAAQMD's significance criteria for air pollutants or greenhouse gas emissions and would not increase exposure of the population to air pollutants. The proposed project would not hinder the region from attainment of the goals outlined in the Clean Air Plan. Therefore, the project supports the goals of the Clean Air Plan.

Clean Air Plan Control Measures. The BAAQMD identifies control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The transportation control measures are designed to reduce emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion. The proposed project

[1] Bay Area Air Quality Management District, 2010. *Bay Area 2010 Clean Air Plan.* September 15.

would not conflict with the identified transportation and mobile source control measures of the Clean Air Plan. Moreover, the proposed project would result in only a slight overall trip generation increase when compared to the existing allowed uses. Refer to Section XVI.a for additional discussion related to project trip generation.

The Clean Air Plan includes Land Use and Local Impacts Measures (LUMs) that aim to achieve the following: promote mixed-use, compact development to reduce motor vehicle travel and emissions and ensure that planned growth is focused in a way that protects people from exposure to air pollution from stationary and mobile sources of emissions. The LUMs identified by the BAAQMD are not specifically applicable to the proposed project as they relate to actions the BAAQMD will take in the future to reduce impacts from the movement of goods and health risks in affected communities. The LUMs also detail new regulatory actions the BAAQMD will undertake related to land use, including the updated CEQA Air Quality Guidelines and indirect source review, which is still under development by the BAAQMD. However, the project is consistent with the goal of the measures as the project would construct a mixed-use development, would not expose people to air pollution and is an infill project and consistent with the vision established in the Clean Air Plan. Thus, the project would not conflict with any of the LUMs of the Clean Air Plan.

The Clean Air Plan also includes Energy and Climate Control Measures (ECM), which are designed to reduce ambient concentrations of criteria pollutants and reduce emissions of CO_2. Implementation of these measures is intended to promote energy conservation and efficiency in buildings throughout the community, promote renewable forms of energy production, reduce the "urban heat island" effect by increasing reflectivity of roofs and parking lots, and promote the planting of (low-VOC-emitting)[2] trees to reduce biogenic emissions, lower air temperatures, provide shade, and absorb air pollutants. The energy measures of the Clean Air Plan are not specifically applicable to the proposed project. The project would however implement the energy measures as the BAAQMD and local governments (i.e., Contra Costa County) adopt the BAAQMD's energy measures as regulations in the future. The project would also be consistent with the latest Title 24 standards.[3] For all of these reasons, the proposed project would be consistent with the Clean Air Plan's energy measures.

Clean Air Plan Implementation. The project would develop a residential mixed-use on an infill site which is consistent with the vision of the Clean Air Plan. Control measures included in the plan include stationary source measures, transportation control measures, mobile source measures, land use and local impact measures, and energy and climate measures. The stationary source measures are not applicable to the proposed project as the measures relate to activities such as metal-melting facilities, open burning, livestock waste, and refineries which are not proposed as part of the

[2] VOC refers to volatile organic compounds.

[3] Title 24 of the California Code of Regulations, also titled *The Energy Efficiency Standards for Residential and Nonresidential Buildings*, is part of the California Building Standards Code and is regulated by the California Energy Commission. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2013 standards will be effective July 1, 2014.

project. Therefore, the project would not hinder implementation of these measures. As discussed above, the project would implement the applicable transportation, mobile source, land use and local impact, and energy control measures and would not hinder implementation of these measures. Therefore, the proposed project would not hinder or disrupt implementation of any control measures from the Clean Air Plan.

Mitigation Measure III.a.: None Required.

Impact III.b.: Violate any air quality standard or contribute substantially to an existing or projected air quality violation. Potentially Significant Unless Mitigation Incorporated.

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria air pollutants: carbon monoxide (CO), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety. The Bay Area is under nonattainment status for State 1-hour and 8-hour ozone standards. In addition, the Bay Area was designated as a nonattainment area for the federal 8-hour ozone level. The Bay Area is also considered a nonattainment area for $PM_{2.5}$ at the State level and an attainment area at the federal level.

To meet these standards the BAAQMD has established project level thresholds for reactive organic gases (ROG), nitrogen oxides (NO_x), particulate matter 2.5 ($PM_{2.5}$). ROG is formed from combustion of fuels and evaporation of organic solvents. ROG is an ozone precursor and a prime component of the photochemical reaction that forms ozone. NO_x refers to the compounds of NO_2, a reddish-brown gas, and nitric oxide (NO), a colorless, odorless gas, are formed from fuel combustion under high temperature or pressure. NO_x is a primary component of the photochemical smog reaction. $PM_{2.5}$ refers to fine suspended particulate matter with an aerodynamic diameter of 2.5 microns or less, and particulate matter 10 (PM_{10}) which refers to coarse particles that are larger than 2.5 microns but smaller than 10 microns.

According to the BAAQMD's *CEQA Guidelines*, to meet air quality standards for operational-related criteria air pollutant and air precursor impacts, the project must not:

- Generate construction emissions of ROG, NO_x or $PM_{2.5}$ greater than 54 pounds per day or PM_{10} exhaust emissions greater than 82 pounds per day;

Contribute to CO concentrations exceeding the State ambient air quality standards; or

Generate operation emissions of ROG, NO_x or $PM_{2.5}$ of greater than 10 tons per year or 54 pounds per day or PM_{10} emissions greater than 15 tons per year or 82 pounds per day.

Construction and operation emissions associated with the proposed project are analyzed below. As discussed, with implementation of Mitigation Measures AIR-1, the proposed project would not generate construction- or operation-period emissions in excess of established standards and would therefore not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by excavation, grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Site preparation and project construction would involve demolition of the existing structures and pavements on the project site, clearing, excavation, grading, and building activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils on the site. If not properly controlled, these activities could temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, and NO_x. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries and is stirred-up by passing vehicles. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) as approved by the BAAQMD. Construction-related emissions are presented in Table 1 and assume a total construction duration of 12 months. Model output sheets are included in Appendix A.

The effects of construction activities would be increased dustfall and locally elevated levels of PM_{10} downwind of construction activity. Although ROG, NO_x and exhaust emissions would not exceed the established thresholds as identified in Table 1, the BAAQMD requires the implementation of Construction Best Management Practices to ensure construction impacts are reduced to a less-than-significant level. Implementation of the following mitigation measure would require implementation of the BAAQMD's Best Management Practices and would reduce diesel PM exhaust emissions as well as construction dust (PM_{10} and $PM_{2.5}$) impacts to a less-than-significant level.

Table 1: Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust $PM_{2.5}$	Exhaust PM_{10}
Average Daily Emissions	6.0	13.9	0.9	0.9
BAAQMD Thresholds	54.0	54.0	54.0	82.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc., 2015.

Mitigation Measure AIR 1: Consistent with the Best Management Practices required by the BAAQMD, the following actions shall be incorporated into construction contracts and specifications for the project:

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

developer and take immediate corrective action as soon as practical but not more than 48 hours after the complaint is received. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Localized CO Impacts. The BAAQMD has established a screening methodology that provides a conservative indication of whether implementation of a proposed project would result in significant CO emissions. According to the BAAQMD's *CEQA Air Quality Guidelines*, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.

Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour. The project would also not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

The proposed project would not conflict with the Contra Costa County Transportation Authority's Congestion Management Program for designated roads or highways, a regional transportation plan, or other agency plans. The project site is not located in an area where vertical or horizontal mixing of air is substantially limited. In addition, traffic volumes on roadways in the vicinity of the project site are less than 44,000 vehicles per hour (refer to Section XVI for additional information). Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards.

Operational Emissions – Regional Emissions Analysis. In addition to short-term construction emissions, the project would generate long-term operational air emissions. These long-term emissions are primarily mobile source emissions that would result from vehicle trips associated with the proposed project. Area sources, such as natural gas heaters, landscape equipment, and use of consumer products would also result in pollutant emissions. The Contra Costa County Ordinance Code Section *718-10* prohibits the installation of non-EPA certified wood burning appliances. The CalEEMod emissions analysis reflects this ordinance. CalEEMod was used to calculate long-term mobile and area source emissions. CalEEMod output sheets are included in Appendix A.

The primary emissions associated with the project are regional in nature, meaning that air pollutants are rapidly dispersed on emission or, in the case of vehicle emissions associated with the project, emissions are released in other areas of the Air Basin. The daily emissions associated with project operational trip generation and area sources are

identified in Table 2 for ROG, NO_x, PM_{10}, and $PM_{2.5}$. The results indicate that project emissions would not exceed the significance thresholds for maximum daily emissions; therefore, the proposed project would not have a significant effect on regional air quality.

Table 2: Project Regional Emissions

Emission Category	Reactive Organic Gases (ROG)	Nitrogen Oxides (NO_x)	PM_{10}	$PM_{2.5}$
Emissions in Pounds Per Day				
Area Source Emissions	1.34	0.04	0.06	0.06
Energy Source	0.01	0.08	0.01	0.01
Mobile Source Emissions	1.82	3.52	0.04	0.04
Total Emissions	**3.17**	**3.64**	**0.11**	**0.11**
BAAQMD Significance Threshold	**54.0**	**54.0**	**82.0**	**54.0**
Exceed?	**No**	**No**	**No**	**No**
Emissions in Tons Per Year				
Area Source Emissions	0.22	0.00	0.02	0.02
Energy Source	0.01	0.01	0.01	0.01
Mobile Source Emissions	0.28	0.56	0.07	0.06
Total Emissions	**0.51**	**0.57**	**0.10**	**0.09**
BAAQMD Significance Threshold	**10.0**	**10.0**	**15.0**	**10.0**
Exceed?	**No**	**No**	**No**	**No**

Source: LSA Associates, Inc., 2015.

Significance After Mitigation: Less Than Significant

Imapact III.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. Less than Significant.

CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. According to the BAAQMD, air pollution is largely a cumulative impact and no single project is sufficient in size to itself result in nonattainment of ambient air quality standards. In developing the thresholds of significance for air pollutants used in the analysis above, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The BAAQMD *CEQA Air Quality Guidelines*[4] indicate that if a project exceeds the identified significance thresholds, it's emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, if a project's daily average or annual emissions of operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed project would result in a cumulatively significant impact.

As shown in Table 2 above, implementation of the proposed project would generate regional emissions that do not exceed established thresholds. Therefore, the project would not make a cumulatively considerable contribution to regional air quality impacts.

Mitigation Measure III.c: None Required.

Impact III.d: Expose sensitive receptors to substantial pollutant concentrations. Less than Significant Impact.

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter (DPM) are children, whose lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to DPM. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

This section describes the potential impact on sensitive receptors from construction and operation of the proposed project.

[4] Bay Area Air Quality Management District, 2012. *California Environmental Quality Act, Air Quality Guidelines.* May.

Project Construction – Toxic Air Contaminants. During construction, various diesel-powered vehicles and equipment would be in use. In 1998, the California Air Resources Board (ARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant (TAC). The ARB has completed a risk management process that identifies potential cancer risks for a range of activities using diesel-fueled engines.[5] High volume freeways, stationary diesel engines and facilities attracting heavy and constant diesel vehicle traffic (e.g., distribution centers and truck stops) were identified as having the highest associated risk.

Health risks from TACs are a function of both concentration and duration of exposure. Unlike the above types of sources, construction diesel emissions are temporary, affecting an area for a period of days or perhaps weeks. Additionally, construction-related sources are mobile and transient in nature, and the emissions occur within the project site. Given the short duration of project construction, the construction of the project would not expose sensitive receptors to substantial pollutant concentrations. Additionally, with implementation of Mitigation Measure AIR-1, which is consistent with BAAQMD guidelines, health risks from construction emissions of diesel particulate would be less than significant.

Stationary Sources. Once operational, the project would include residential uses which would not be a source of toxic air contaminants, however future residents of the site would be considered sensitive receptors. The ARB recommends avoiding the siting of new sensitive land uses within 500 feet of a freeway.[6] Sources of TACs that could impact future residents would include diesel emissions from highways or to a lesser extent, railroad tracks. The project site is located more than 2,000 feet from a rail line and more than 2 miles from the closest freeway (Instate 80). According to the ARB, at this distance, these sources would not substantially impact the project site. The BAAQMD issues permits to businesses whose operation includes the release of toxic air contaminants. These operations are known as stationary air pollution sources. The project was evaluated to determine the potential impact of these stationary air pollution sources on the proposed project. In order to identify stationary sources for a particular location, the BAAQMD provides KML (Google Earth) files for each county within their jurisdiction. Using the KML file for Contra Costa County and a 1,000-foot buffer zone, no stationary sources were identified within the vicinity of the project site. Therefore, development of the project would not expose future residents of the project site to substantial pollutant concentrations.

Mitigation Measure III.d: None Required.

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[5] California Air Resources Board, 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. October.

[6] ARB, 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*. April.

Impact III.e: Create objectionable odors affecting a substantial number of people. No Impact.

The project does not include any activities or operations that would generate objectionable odors. The project is not located in an area with confirmed odor complaints and once operational, the project would not be a source of odors. Therefore, the project would not create objectionable odors affecting a substantial number of people.

Mitigation Measure III.e.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. 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? *(Sources 1, 2)*				X
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *(Sources 1, 2)*				
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? *(Sources 1, 2)*				X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *(Sources 1, 2)*				X
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? *(Sources 1, 2, 3)*			X	
f.	Conflict with the provisions of an adopted Habitat				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? *(Sources 1, 2)*				

Impact IV.a. - d.: Species, Riparian, Wetlands, Corridors. No Impact.

The project site is located in an urban área and consists of several parcels that are either vacant or have older structures on them.

The project site does not contain areas subject to the jurisdiction of the U.S. Army Corps of Engineers (Section 404 Clean Water Act), or California Department of Fish and Game (Section 1600 Fish and Game Code). The Project would not disturb any hábitat on which fish and wildlife depend.

The proposed project would not interfere with the movement of wildlife or impede use of any wildlife nurseries, or result in substantial loss of wildlife habitat. No fishery resources or important nursery areas would be affected. The proposed project would conform to relevant policies in the Contra Costa County General Plan and the North Richmond Planned Unit District Zoning Plan.

Mitigation Measure IV. a. - d. and f.: None Required.

Impact IV.e.: Trees. Less than Significant. As noted above there are several trees proposed for removal to make room for construction of the project. The project proposes to plant 20 trees as part of the landscape plan and therefore, impacts to trees are considered a less than significant impact.

Mitigation Measure IV.e.: None Required.

Impact IV.f.: Conservation Plans. No Impact. The proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved conservation plan as no conservation plans have been adopted encompassing the project and any other areas within the vicinity of the site; therefore, no impact is anticipated.

Mitigation Measure IV.f.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:					
a.	Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5? *(Sources 1, 2, 6)*		X		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? *(Sources 1, 2,6)*		X		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? *(Sources 1, 2,6)*		X		
d.	Disturb any human remains, including those interred outside of formal cemeteries? *(Sources 1, 2,6)*		X		

Affected Environment:

LSA Associates, Inc., (LSA) conducted a technical study of the project site in January 2015. The study was conducted to identify cultural resources that may occur in the project site and, should such resources occur, assess the status of the resources relative to PRC §21084.1 and §21083.2. The study consisted of background research, including records searches, archival research, and a literature review of the project site; a cultural resources field survey; and a historical resource evaluation.

No archaeological deposits or human remains were identified in the project site by this study; however, prehistoric archaeological sites have been recorded in the vicinity, near the historic margin of bay tidal marshland and along Wildcat Creek. Landforms mapped at the project site and vicinity indicate the potential for buried surfaces (paleosols) that date from the Holocene. These surfaces have the potential to contain prehistoric archaeological deposits and human remains. Holocene landforms, however, are too recent to contain paleontological resources (fossils).

The two buildings are located on the project site, both associated with the mid-20th century development of North Richmond. Each building is described below.

305 Chesley Avenue. Based on building permits and archival information, the building at 305 Chesley Avenue was constructed in 1959 as a single-story commercial building. It is a modest example of vernacular style architecture with Modernist influences. The building has cinder-block walls with the south, main street-facing façade partially clad in narrow, stacked cinder block below the ribbon windows. The building is covered by a very-low pitched roof partially concealed by a short parapet. Fenestration consists of large, fixed-paned replacement windows with simulated, square 4-by-5 muntins on the south, main street-facing facade and four, metal framed windows set in recessed cinder-block casements near the top of the west façade. The main entrance is located under a full-width, flat, boxed overhanging eave and consists of a replacement metal door set in a narrowed door frame in a recessed doorway. A side entrance is located at the far left of the west façade. The west façade features a full-length, undated decorative mural. The rear of the building contains a paved asphalt parking lot.

Based on information from building permits and archival research, the building was built in 1959 and continued a shoe repair shop, a liquor store, and then a satellite office of Neighborhood House of North Richmond, a community non-profit improvement organization. Apparent alterations include replacement windows, replacement and reconfigured main entrance, and a change in use from a commercial property to a non-profit community organization facility.

1550 Fred Jackson Way. Based on building permits and archival information, the building at 1550 Fred Jackson Way was constructed in 1940 as a single-story residential building. It is a negligible example of vernacular style architecture. The building has a rectangular-shaped footprint, is covered by a low-pitch, cross-gabled roof, and has walls clad in stucco. The main façade is roughly divided into two sections with a smaller, square-shaped addition attached to the southern façade. The building has two entrances; the main entrance is located in the center of the west facing façade and is accessed by a series of short, wooden steps. The other entrance is in the right side of the west façade of the southern addition and is also accessed by a series of short, wooden steps. Fenestration is concealed behind large, plywood sheets.

Based on information from building permits and archival research, the building at 1550 Fred Jackson Way was built in 1940 and modified sometime in the last 35 years, based on the age and condition of the southern addition. Visible alterations include the addition

to the southern façade, installation of metal security bars at several windows, and patchwork repair stucco wall repair. Alternations to the original fenestration were not determined due to all casements covered with plywood sheeting.

Status of Buildings under CEQA

Based on the results of the LSA study, the buildings at 305 Chesley Avenue and 1550 Fred Jackson Way do not appear eligible for listing in the California Register of Historical Resources, nor do they otherwise qualify as historical resources under CEQA (PRC §21084.1). The commercial building built in 1959 at 305 Chesley Avenue was formerly a shoe repair shop, then a liquor store, and was later associated with a community non-profit improvement organization founded in 1954. The residential building built in 1940 at 1550 Fred Jackson Way was a residential property. Both buildings are vacant and in fair-to-poor condition with replacement windows, main entrance doors, wall-cladding, and setting and context changes to the surrounding area.

The methods, results, and recommendations of the LSA study are presented in the technical report included as Cultural Resource Study Heritage Point, Appendix B.

Impact V.a.: Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Potentially Significant Unless Mitigation Incorporated)

Archaeological Cultural Resources

No archaeological deposits were identified in the project site by this study; however, prehistoric archaeological sites have been recorded in the vicinity, near the historic margin of bay tidal marshland and along Wildcat Creek. Landforms mapped at the project site and vicinity indicate the potential for buried surfaces (paleosols) that date from the Holocene. These surfaces have the potential to contain prehistoric archaeological deposits.

Should the project site contain archaeological deposits as described above, such deposits could qualify as a historical resource, in which case their disturbance by project activities would result in material impairment. Material impairment of a historical resource would result in a substantial adverse change in its significance, which could result in an impact under CEQA (*CEQA Guidelines* §15064.5(b)). This impact would be **significant**.

The implementation of Mitigation Measure CULT-1, below, would reduce this potential impact to a less-than-significant impact.

Mitigation Measure CULT-1. If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 50 feet of the discovery shall be redirected. Project personnel shall not collect or move any archaeological materials. A qualified archaeologist

shall be contacted to assess the situation and consult with agencies as appropriate, including the Contra Costa County Department of Conservation and Development. The archaeologist shall make recommendations for the treatment of the discovery.

It is recommended that adverse effects to archaeological deposits be avoided by project activities. If avoidance is not feasible, the archaeological deposits shall be evaluated for their eligibility for listing in the California Register of Historical Resources (PRC §21084.1; *CEQA Guidelines* §15064.5(c)(1)), or whether the deposit qualifies as a "unique archaeological resource" under CEQA. If the deposits are neither eligible for the California Register of Historical Resources nor unique archaeological resources, avoidance is not necessary. If the deposits are eligible or qualify as unique archaeological resources under CEQA, adverse effects on the deposits must be avoided, or such effects must be mitigated. Mitigation can include, but is not necessarily limited to, excavation of the deposit in accordance with a data recovery plan (see *CEQA Guidelines* §15126.4(b)(3)(C)) and standard archaeological field methods and procedures; laboratory and technical analyses of recovered archaeological materials; preparation of a report detailing the methods, findings, and significance of the archaeological site and associated materials; and, if appropriate, accessioning the historic archaeological material and technical report to an archaeological repository. Educational public outreach may also be appropriate.

Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results of resource evaluation and mitigation efforts. The report shall be submitted to the Northwest Information Center at Sonoma State University.

The project applicant shall inform its contractor(s) of the sensitivity of the project site for archaeological resources. The Contra Costa County Department of Conservation and Development shall verify that the following directive has been included in the appropriate construction documents:

"If prehistoric or historical archaeological deposits are discovered during project activities, all work within 50 feet of the discovery shall be redirected. The project applicant shall notify the Contra Costa County Department of Conservation and Development. A qualified archaeologist shall also be contacted to assess the situation and make recommendations regarding the treatment of the discovery. Project personnel shall not collect or move any archaeological materials or human remains and associated materials. Archaeological resources that may be encountered include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian or chert toolmaking debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal,

shellfish remains, faunal bones, and cultural materials); and stone-milling equipment (e.g., mortars, pestles, handstones). Prehistoric archaeological sites often contain human remains. Historical materials can include wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse."

This mitigation measure would reduce the severity of the potential impact by providing for the identification and evaluation of archaeological deposits when encountered, and the recovery of scientifically consequential information from those deposits that qualify as significant and would be disturbed. This mitigation measure would reduce the potential impact to **less than significant.**

Built Environment Cultural Resources

The only two built environment cultural resources in the project site, the buildings at 305 Chesley Avenue and 1550 Fred Jackson Way, do not appear eligible for listing in the California Register of Historical Resources, nor do they otherwise qualify as historical resources under CEQA (PRC §21084.1).

The removal of the buildings at 305 Chesley Avenue and 1550 Fred Jackson Way would result in a less-than-significant impact.

Mitigation Measure V.a.: None Required

Impact V.b.: *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?* **(Potentially Significant Impact Unless Mitigation Incorporated)**

No archaeological deposits were identified in the project site by this study; however, prehistoric archaeological sites have been recorded in the vicinity, near the historic margin of bay tidal marshland and along Wildcat Creek. Landforms mapped at the project site and vicinity indicate the potential for buried surfaces (paleosols) that date from the Holocene. These surfaces have the potential to contain prehistoric archaeological deposits.

Should the project site contain archaeological deposits as described above, such deposits could qualify as a unique archaeological resource, in which case their disturbance by project activities would result in material impairment. Material impairment of a unique archaeological resource would result in a substantial adverse change in its significance, which could result in an impact under CEQA (*CEQA Guidelines* §15064.5(b)). This would be a less than significant impact.

The implementation of Mitigation Measure CULT-1, described previously, would reduce this potential impact to a less-than-significant impact. The mitigation measure would reduce the severity of the potential impact by providing for the

identification and evaluation of archaeological deposits when encountered, and the recovery of scientifically consequential information from those deposits that qualify as significant and would be disturbed.

Significance After Mitigation: Less than Significant

c) **Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Potentially Significant Impact Unless Mitigation Incorporated)**

The surface geology at the project site is mapped as Holocene alluvial fan and fluvial deposits (Qhaf). These deposits are brown or tan, medium dense to dense, gravely sand or sandy gravel that generally grades upward, to sandy or silty clay. Clear Lake clay (0 to 15 percent slopes) is associated with this Holocene landform. Clear Lake clay is a poorly drained vertisol developed from clayey alluvium derived from metamorphic and sedimentary rock.

The Holocene deposits underlying the project site are too recent to contain significant fossils. However, in the unlikely event that project excavation extends below the Holocene alluvium and encounters Pleistocene alluvium, potentially significant fossils could be encountered. Should such fossils be encountered and qualify as paleontological resources, their disturbance would result in an impact under CEQA. This would be a significant impact unless mitigated.

The implementation of Mitigation Measure CULT-2, described below, would reduce this potential impact to a less-than-significant impact.

> **Mitigation Measure CULT-2.** Should any potentially unique paleontological resources (fossils) be encountered during development activities, work shall be halted immediately within 50 feet of the discovery. The Contra Costa County Department of Conservation and Development shall be notified immediately, and a qualified paleontologist shall be retained to determine the significance of the discovery. Based on the significance of the discovery, the qualified paleontologist shall present options to the Contra Costa County Department of Conservation and Development for protecting the resources. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources. The Contra Costa County Department of Conservation and Development will implement feasible and appropriate recommendations and mitigation measures of the qualified paleontologist for any unanticipated discoveries. Such measures may include avoidance,

preservation in place, excavation, documentation, curation, data recovery or other appropriate measures.

The project applicant shall inform its contractor(s) of the sensitivity of the project site for paleontological resources. The Contra Costa County Department of Conservation and Development shall verify that the following directive has been included in the appropriate construction documents:

"The subsurface of the construction site may be sensitive for fossils. If fossils are encountered during project subsurface construction, all ground-disturbing activities within 50 feet shall be redirected. The project applicant shall notify the Contra Costa County Department of Conservation and Development Planning Department. A qualified paleontologist shall also be contacted to assess the situation and make recommendations for the treatment of the discovery. Project personnel shall not collect or move any fossils or surrounding matrix. Fossils that may be encountered include invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish or sea mammal bones."

This mitigation measure would reduce the severity of the potential impact by providing for the identification and evaluation of paleontological resources when encountered, and the recovery of scientifically consequential information from those resources that qualify as significant and would be disturbed.

Significance After Mitigation: Less than Significant

<u>Impact V. d.:</u> Would the project disturb any human remains, including those interred outside of formal cemeteries? (Potentially Significant Unless Mitigated)

Prehistoric archaeological sites in this portion of Contra Costa County are known to contain Native American skeletal remains. Although no such remains have been identified within the project site, there is a possibility of encountering such remains, either in isolation or with prehistoric archaeological deposits that may have been buried beneath fill during previous construction of the site. Should the project site contain human remains as described above, the disturbance of such remains would result in an impact under CEQA. This would be a significant impact unless mitigated.

The implementation of Mitigation Measure CULT-3, described previously, would reduce this potential impact to a less-than-significant impact.

Mitigation Measure CULT-3. If human remains are discovered during project activities the procedures outlined in Section 7050.5 of the California Health and Safety Code shall be implemented. Work within 50 feet of the discovery shall be redirected and the Contra Costa County Coroner notified immediately. At the

same time, an archaeologist shall be contacted to assess the situation and consult with agencies as appropriate, including the Contra Costa County Department of Conservation and Development. Project personnel shall not collect or move any human remains and associated materials.

If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

The project applicant shall inform its contractor(s) of the appropriate procedures if human remains are encountered on the project site. The Contra Costa County Department of Conservation and Development shall verify that the following directive has been included in the appropriate construction documents:

> *"If human remains are encountered during project activities, work within 50 feet of the discovery shall be redirected and the County Coroner notified immediately. At the same time, the project applicant shall notify the Contra Costa County Department of Conservation and Development of the discovery, and a qualified archaeologist shall be contacted to assess the situation. Project personnel shall not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods."*

This mitigation measure would reduce the severity of the potential impact by providing for the proper and respectful treatment of human remains in accordance with the wishes of the descendant community and the requirements of California law.

Significance After Mitigation: Less than Significant

			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:						
a.	Expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death, involving: *(Sources 1, 2, 3, 4, 5a-c, 18, 19, 20 & 21* ***(all sources for Geology included at the end of Geology section)***					
	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 the Division of Mines and Geology Special Publication 42. *(Sources 1, 2, 3, 4, 5a-c, 18, 19, 20 & 21)*			X	
	ii.	Strong seismic ground shaking? *(Sources 2, 3, 4, 5)*			X	
	iii.	Seismic-related ground failure, including liquefactions? *(Sources 2, 5, 6, 7)*		X		
	iv.	Landslides? *(Sources 2,5,8)*			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Result in substantial soil erosion or the loss of topsoil? *(Sources 5,9)*			X	
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? *(Sources 5, 23)*		X		
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creative substantial risks to life or property? *(Sources 5, 23)*		X		
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of waste water? *(Sources 5, 23)*				X

Impact VI A1-4

A i. **Earthquake Fault –Less Than Significant.** The nearest fault considered active by the California Geological Survey (formerly California Division of Mines & Geology) is the Hayward fault._The Alquist-Priolo Earthquake Fault Zone that encompasses recently active and potentially active traces of this fault passes 2¼ miles northeast of the property. The Hayward fault is a zone of highly deformed rocks, trending approximately N30°W and ranging in width from about 2 kilometers. The historic earthquake generating activity has been concentrated in the western portion of the zone, but the zone as a whole reflects deformation derived from oblique right-lateral and compressive tectonic stress along a significant upper crustal discontinuity for the past 10 million or more years. Because the site is not within an Alquist-Priolo

Earthquake Fault Zone, the risk of fault rupture is generally regarded as *very low*. (Source 1)

A ii. **Seismic –Less Than Significant.** According to the Safety Element (p. 10-13) the site is in within an area rated "Highest" damage susceptibility. According to the Legend for this map, the *highest* damage susceptability category includes lands that are underlain by geologically recent alluvial deposits. The risk of structural damage from ground shaking is regulated by the building codes and County Grading Ordinance. The prevailing building code requires use of seismic parameters in the design of structures. The seismic parameters from the 2013 California Building Code will be provided by the project geotechnical engineer based on soil profile types and proximity of faults deemed capable of generating strong/violent earthquake shaking. The County Grading Ordinance provides a regulatory framework for grading projects. Specific standards and criteria for earthwork are provided by the project geotechnical engineer. Grading plans and geotechnical reports, including erosion control plans and drainage plans are subject to review and approval for conformance with County requirements and expectations prior to the issuance of the grading permit. Quality construction, conservative design and compliance with building and grading regulations can be expected to keep risks within generally accepted limits. A building and/or grading plans that are considered incomplete can be rejected, until an appropriately detailed plan is provided. It should also be recognized that County has an NPDES permit from the Regional Water Quality Control Board. The objective of the NPDES permit is to minimize/ prevent stormwater pollution to creeks. The permit requires that specific measures are incorporated into new project that would be effective in the control of pollution, both during the construction period and over the long term. A Stormwater Control Plan that is incomplete can be rejected, until an appropriately detailed plan is provided. (Source 2 & 3)

A iii. **Liquefaction -Potentially Significant.** With regard to liquefaction potential, the Safety Element of the General Plan presents a Liquefaction Potential Map on page 10-15. This map was prepared for the County by a geotechnical engineering firm. The consultant's scope of work included reviewed of available information on soil conditions, along with data on the elevation of the water table, and review of selected borehole logs for land development projects in the County. The resulting map divided the County into three liquefaction potential categories: "generally high," "generally moderate to low," and "generally low." It is used as a "screening criteria" during the processing of land development applications, on a project-by-project basis. The County has consistently required rigorous evaluation of liquefaction potential in areas of "high potential," and qualitative investigations are demanded in the "moderate to low" category. Assessment of liquefaction potential is minimal for sites in the "generally low" category. The classification "generally high" liquefaction does not imply the presence of liquefiable sands on a parcel. The map attempts to be conservative of the side of safety. Where geologically recent fluvial deposits or sand bars could exist in the subsurface, the map places such areas in the "generally high" category. Site specific investigations are needed to determine if liquefiable

sands are present and to provide stabilization measures where liquefiable sands are confirmed.

According to the liquefaction potential map in the Safety Element, the site is in the "generally moderate to low" category. As noted above, project sites with this classification require only a qualitative evaluation of liquefaction potential. Normally this involves evaluation of the subsurface conditions by the project geotechnical engineer based on adequate subsurface exploration of the site. The deposits penetrated in the borehole are logged. The data gathered include (a) depth of water table, (b) Standard Penetration Test blow counts, (c) moisture/ density testing, and (d) gradation testing of sand layers. This technical data is utilized to draw a preliminary conclusion regarding the need for a more rigorous investigation. Ordinarily, a "screening investigation" of this type would include one or more boreholes that are 40 feet deep. The project geotechnical engineer evaluates liquefaction potential. If liquefiable sands are confirmed to be present, effective mitigation of the hazard posed to new development must be provides along with any necessary testing to confirm that the mitigation measure are effective.

It should be noted that in the experience of the County Peer Review Geologist, only 1 acre out of every 1,000 acres of land classified "Moderate to Low" liquefaction potential are candidates for liquefaction. In summary, there is a relatively low, but possibly significant, risk of liquefaction. (Source 2, 4, 5 & 6)

A iv **Landslides –Less Than Significant.** The U.S. Geological Survey (USGS) has issued a surficial deposits map of the Bay Plain showing the distribution of Quaternary deposits, including landslides. Briefly summarized, the USGS map indicates "Basin Deposits" on the site area. These are chiefly very fine-grained sediments that occupy the distal edge of alluvial fans. They represent floodplain deposits that are interbedded with stream channel and natural levee deposits. Approximately 800 ft. west of the site, the USGS map confirms the presence of Bay Mud deposits.

With regard to landslides, the nearest landslide shown on the USGS map are more than 1 mile west of the site, This map is based solely on geologic interpretation of aerial photos flown in the 1960s and early 1970s, and it is not a substitute for a site-specific investigation. Nevertheless, the Nilsen map is used as a "screening criteria" by Contra Costa County. Sites that are shown as mantled by landslide deposits or areas where there is a concentration of slides are considered to be at-risk, where detailed geologic investigations are warranted. In this case, no landslides are mapped on the property or the surrounding area. This suggests that landslide risks are very low and do not require further evaluation. (Source 5, 6, 7, 8)

Impact VI.b. Erosion –Less Than Significant. According to the Soil Survey of Contra Costa County, the soil series mapped on the site is the Clear Lake clay. This soil occurs on nearly level floodplains and has a soil profile that is 60 inches thick. Runoff is very slow, and the erosion hazard is nil. The Schematic Grading & Drainage Plans indicate bio-retention basins are to be strategically positioned to

control runoff. With effective implementation of erosion control, including revegetation of disturbed areas and control of runoff through bio-retention facilities, the hazard posed by erosion can be kept to an absolute minimum. (Source 4, 5, 9)

Impact VI.c. Unstable Soil. Potentially Significant Unless Mitigation Incorporated. Although the risk of the project being impacted by a landslide is negligible, there is a potential for liquefiable sands in the subsurface. Consequences of liquefaction can include: a) differential settlement, and b) ground failure, including lateral spreading. There is no previous soils investigation that provides site specific data on subsurface conditions. The geotechnical report must evaluate this potential hazard.(Source 4, 5, 8)

Impact VI.d.Expansive Soil. Potentially Significant Unless Mitigation Incorporated. According to the Soil Survey of Contra Costa County, the typical soil profile of the Clear Lake clay is 60 inches deep. The A-horizon extends from the surface to a depth of 46 inches. It is described as a very dark gray, neutral-to- moderately alkaline clay. The C-horizon is 46-60 inches below the surface and is described as mottled, very dark grayish brown, calcareous clay with finely disseminated lime. The B-horizon extends from 46-60 inches. With regard to its engineering properties, the Clear Lake clay is considered to be (a) highly expansive and very highly corrosive; (b) medium to low shear strength; (c) medium compressibility; and (d) low permeability. Roots can penetrate to the full depth of the soil horizon. Expansive soils are soils that expand when water is added and shrink when they dry out. This continuous change in soils volume causes homes and other structures to move unevenly and crack. It should also be recognized that corrosive soils tend to damage concrete and/or uncoated steel that is in contact with the ground. Testing is needed to confirm foundation conditions, and the design-level geotechnical report will provide specific criteria and standards to avoid/ minimize damage.

Typically the County uses information from sources such as the Soil Survey to "red flag" sites that require corrosivity testing. The testing is performed following mass grading, but prior to installation of utilities and the issuance of residential building permits. The reason for delaying the testing to that stage of grading is that the test must be performed on soils exposed on the building pad. Where corrosive soils are confirmed to be present on the rough-graded pad, special design measures are recommended by the project geotechnical engineer to avoid/ minimize damage from this cause. (Source 5, 9)

Impact VI.e. Septic Tanks No Impact. There will be no septic systems within the project. The project is within an area where sanitary sewers are required. The project does not require annexation to a sewer district. (Source 4)

GEO-1 Geologic and Geotechnical Hazards

Available information indicates that the soils on the site are expansive and corrosive. Additionally, the Safety Element classifies the site as "Moderate to Low" liquefaction potential. The risks of liquefaction appear to be remote. Nevertheless, there is an unknown, but possibly significant, risk of liquefiable sands in the subsurface. In this situation, the County routinely requires a *screening investigation* that provides sufficient subsurface and laboratory data to determine if a more comprehensive investigation of liquefaction potential is warranted. The screening investigation routinely includes the logging of one or more borings that are at least 40 ft. deep, along with laboratory test data on the properties of the units penetrated, as well as the depth to the water table. In some instances, Cone Penetration Testing (CPTs) can be used in lieu of the 40 ft. deep borings to evaluate liquefaction potential.

Finally, the drainage plans for the project indicate seven (7) bio-retention basins. The Schematic Grading & Drainage Plans show bio-retention facilities that achieve relatively minor setbacks from proposed building foundations, parking lot improvements and sidewalks. These facilities are designed to slow runoff, encourage infiltration and improve the water quality of runoff prior to it exiting the site. However, the design details will require review and approval of the project geotechnical engineer to ensure that these drainage facilities do not threaten to damage improvements. The primary concerns with bio-retention structures are a) providing suitable support for foundations and other improvements constructed near these drainage facilities, and b) potential for subsurface water from the bio-retention areas to migrate (and possibly build up) beneath pavements and the proposed buildings. Specific criteria and standards for the siting and design of such facilities must provided in the geotechnical report.

***Mitigation Measures GEO – 1 (A through C)**. All of the following mitigation measures are to reduce the impact of potential geologic, geotechnical and seismic hazards to less-than-significant.*

A. *At least 30 days prior to the issuance of grading or building permits the developer shall submit to the County peer Geologist for review and approval a design-level geotechnical report shall provide specific standards and criteria for foundation and pavement design developed in accordance with the California Building Code and County Code requirements on the basis of adequate subsurface data and laboratory testing. The constraints on use of expansive soils near finished grade should be evaluated in the report. It is also anticipated that the design-level geotechnical report shall provide California Building Code seismic parameters, and lot drainage recommendations, along with recommendations for geotechnical monitoring services during site preparation work, grading and foundation-related work on the site.*

The design-level geotechnical report shall also provide the following: (a) screening investigation of liquefaction potential. Based on the data provided and review of that data by the County peer review geologist, the screening investigation may be adequate to determine that further evaluation of liquefaction potential is not required; and (b) provide specific criteria and standards for site grading, drainage and foundation design, (including the design of the bio-retention facilities, and their proximity to planned improvements).

The design-level geotechnical report is subject to technical review by the Peer Review Geologist, and by review and approval of the Building Inspection Division.

B. *Following rough grading the geotechnical engineer shall perform corrosivity testing of the building pad to determine if special precautions shall be required to avoid damage to improvements that are in contact with the ground (concrete or steel).*

C. *Prior to the issuance of building permits, the geotechnical engineer shall certify that the lot preparation work is in compliance with recommendations in the approved design-level report. During foundation work the geotechnical engineer shall provide observation services to ensure the geotechnical recommendations are properly implemented by the contractor. Prior to requesting a final building inspection, the Building Inspection may require documentation of the geotechnical engineer's observation services during final grading/ foundation work/ lot drainage. The intent of such documentation is to ensure that the lot/ building improvements are in conformance with recommendations in the approved design-level report.*

   The design-level geotechnical report is subject to technical review by the Peer Review Geologist, and by review and approval of the Building Inspection Division.

Significance After Mitigation: Less than Significant

Geology Sources:

1. California Geological Survey, 2007, *Special Publication 42.*
2. Contra Costa County General Plan 2005-2020, Safety Element
3. California Building Code (2013) and County Grading Ordinance

4. YHLA Architects, 2014, *Heritage Point, Planning Department Entitlement Submittal, 1500 Fred Jackson Way Richmond, California,* Plans dated May 14, 2014 (revised July 28, 2014).
5. Darwin Myers Associates, 2014, *Geologic Peer Review/ 30 Day Comments, MS14-0007, DP14-3026/ GP13-0004, LP14-2004 APN 409-080-001, -013, -014, -015, -016 & -020, North Richmond Area, Contra Costa County,* DMA Project # 3031.14
6. Graymer, R., Brabb, E., and Jones, D., 1994. *Digitized Geologic Map Emphasizing Bedrock Formations,* U.S. Geological Survey, Open File Report 94-622.
7. Helley E.J. and R.W. Graymer, 1997, *Quaternary Geology of Contra Costa County and Surrounding Parts of Alameda, Marin, Sonoma, Solano, Sacramento and San Joaquin Counties, California, a Digital Database.* U.S. Geological Survey, Open File Report 97-98.
8. Nilsen, T. H., 1975. *Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Richmond 7.5-Minute Quadrangle, Contra Costa & Solano Counties,* U.S. Geological Survey, O pen File Report 75-277-47.
9. Welch, L.E., 1977,*Soil Survey of Contra Costa County, California.* U.S. Department of Agriculture, Soil Conservation Service.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS – Would the project:					
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *(Sources 1,7)*			X	
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? *(Sources 1, 7)*			X	

Impact VII,a Greenhouse Gas. Less Than Significant : *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

The following section describes the proposed project's construction and operational related GHG emissions and contribution to global climate change. As stated above, while the BAAQMD has not addressed emission thresholds for construction, the District encourages quantification and disclosure. Thus, construction emissions are discussed in this section. As discussed below, the proposed project would not generate GHG

emissions, either directly or indirectly, that may have a significant effect on the environment and this impact would be less than significant.

Construction Emissions. Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.
Using CalEEMod, it is estimated that the project would generate approximately 260 metric tons of CO_2e during construction of the project. The BAAQMD does not have a threshold for construction emissions. However, implementation of Mitigation Measure AIR-1 would further reduce less-than- significant construction GHG emissions by limiting construction idling emissions. Construction emissions would not be considered significant.

Operational Emissions. Long-term operation of the proposed project would generate GHG emissions from mobile sources and indirect emissions from sources associated with energy consumption. Mobile-source emissions of GHGs would include project-generated vehicle trips associated with future residents at the project site. Emissions would also be generated at off-site utility providers as a result of demand for electricity generated by the proposed project.
When calculating project GHG emissions to compare to the thresholds of significance, the BAAQMD recommends that the lead agency consider project design features, attributes, and local development requirements as part of the project as proposed and not as mitigation measures. Consistent with BAAQMD guidance, GHG emissions were estimated using CalEEMod.

Table 3 shows the calculated GHG emissions for the proposed project. Mobile source emissions are the largest source of GHG emissions at approximately 80 percent of the total. Energy use is the next largest category at approximately 16 percent of CO_2e emissions. Area source emissions are less than 1 percent of the total emissions, and waste and water source emissions are approximately4 percent. Additional calculation details are provided in Air Quality Calculations, Source #7.

Table 3: GHG Emissions (Metric Tons Per Year)

Emissions Source Category	Operational Emissions				
	CO_2	CH_4	N_2O	CO_2e	Percent of Total
Area	2	0	0	2	<1
Energy	74	0	0	74	16
Mobile	375	0	0	375	80
Waste	5	0.3	0	11	2
Water	8	0.1	0	11	2
Total Annual Emissions				**473**	**100**

Source: LSA Associates, Inc., 2015.

Based on the analysis results, the proposed project would generate 473 metric tons of CO_2e per year, which would be below the BAAQMD's numeric threshold of 1,100 metric tons CO_2e per year.

Mitigation Measure VII.a: None Required

Impact VII,b Applicable Plan. Less Than Significant. *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

The County is working with the project applicant to identify the appropriate measures (Green Building Techniques, etc) to integrate with the project, which ensures that the project is consistent with and does not compromise the County's ability to attain the GHG reduction targets.
In developing the threshold of significance for GHG emissions, the BAAQMD identified the emissions level for which a project would conflict with existing California legislation adopted to reduce Statewide GHG emissions. As indicated in the analysis presented above, the proposed project would not exceed the project-level significance criteria established by the BAAQMD and, therefore, the proposed project would not conflict with plans adopted for the purpose of reducing GHG emissions and this impact would be less than significant.

Mitigation MeasureVII.b: None Required

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. 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? *(Sources 1)*			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? *(Sources 1)*			X	
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? *(Sources 1)*				X
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 56862.5 and, as a result, would it create a significant hazard to the public or				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	the environment? *(Sources 1, 2)*				
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? *(Sources 1, 2)*				X
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? *(Sources 1)*				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? *(Sources 1, 2)*				X
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? *(Sources 1)*				X

Impact VIII.a. and b.: Transport, or Expose to People to Hazardous Waste. Less than Significant The proposed project is a mixed use residential project with small neighborhood retail and offices on the street level and therefore the transport, use, disposal or accidental release of hazardous materials is limited to normal residential, small neighborhood retail and landscaping needs. This would be a less than significant impact.

Mitigation Measure VIII.a. and b.: None Required.

Impact VIII.c.: Proximity to Schools. No Impact. The project site is located over 1/4 of a mile from Verde School, the closest school. Therefore, there is no impact identified with potential exposure of any hazardous materials to a school population, a less than significant impact.

Mitigation Measure VIII.c.: None Required.

Impact VIII.d.: Listed Sites. No Impact. The site is not on any list of hazardous materials sites from the California Department of Toxic Substances Control.

Mitigation Measure VIII.d.: None Required.

Impact VIII.e. and f.: Airport Safety Hazards. No Impact. The site is not within one mile of an airfield and therefore no impact will occur.

Mitigation Measure VIII.e. and f.: None Required.

Impact VIII.g. and h.: Emergency Evacation or Wildland Fires. No Impact. The Project would not interfere with any emergency evacation plans nor is it near any wildland area that would be subject to fires, therefore, no impact is expected.

Mitigation Measure VIII.g. and h.: None Required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY – Would the project:					
a.	Violate any water quality standards or waste discharge requirements? *(Sources 1)*			X	
b.	Substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., 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)? *(Sources 1)*			X	
c.	Substantially alter the existing drainage patterns 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 offsite? *(Sources 1)*			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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? *(Sources 1)*			X	
e.	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? *(Sources 1)*			X	
f.	Otherwise substantially degrade water quality? *(Sources 1)*				
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 delineating map? *(Sources 1)*				X
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows? *(Sources*				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	1)				
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? *(Sources 1)*			X	
j.	Inundation by seiche, tsunami, or mudflow? *(Sources 1)*			X	

Impact IX a. Violate water quality standards and waste discharge. Less than significant, The waste water (i.e. sewage) from the proposed project would be collected in sanitary sewers and conveyed to West County Waste Water District for proper treatment and disposal. The project is required by condition of approval to secure a Will Serve letter from the District prior to recordation of the Minor Subdivision Map.

Mitigation Measure IX a.: None Required

Impact IX b. Substantially deplete groundwater or interfere with ground water recharge. Less than Significant. According to preliminary soil analysis and borings, the site has a high groundwater table. Since the project would increase the amount of impervious surfaces on site, recharge of the local groundwater table from the site itself may be reduced. However, the storm drain system for the project would collect runoff through the engineered planter soil that provides treatment and then would be infiltrated back into the ground to promote groundwater recharge.

Mitigation Measure IX b.: None Required

Impact IX. c. Alter existing drainage in a manner which would result in erosion. Less than Significant. The soil occurs on nearly level surfaces and has a soil profile that is 60 inches thick. Runoff is very slow, and the erosion hazard is nil.

Mitigation Measure IX. c.: None Required

Impact IX. d. Alter existing drainage in a manner that would result in flooding on or off site. Less than significant. The project would create impervious surfaces including roofs, parking lot and sidewalk. According to the Preliminary Storm Water Control Plan submitted by the applicant's civil engineer, storm water would infiltrate through engineered planter soil. Should a storm occur that exceeds the infiltration rate of the soil, a layer of drain rock with a perforated subdrain would allow for drainage of excess water. Emergency overflow inlets are provided to ensure the treatment area does not flood into the adjacent building or spill onto the adjacent sidewalk. The project is required by condition of approval to comply with the County's C.3 requirements and the San Francisco Bay Regional Water Quality Control Board, which would make any impacts to drainage a less than significant impact.

Mitigation Measure IX. d.: None Required

Impact IX. e. f. Create runoff water which would exceed the capacity of existing or planned stormwater drainage systems or otherwise degrade water quality. Less than Significant. As noted above the applicant has submitted a Preliminary Storm Water Control Plan prepared by their Civil Engineer and the project is required by condition of approval to comply with the County's C.3 requirements and the San Francisco Bay Regional Water Quality Control Board, which would make any impacts to drainage a less than significant impact.

Impact IX. g. h. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Map that would also impede flood flows. No Impact. The project lies outside the 100-year flood boundary, as designated on the Federal Emergency Flood Rate Maps, therefor there is no impact related to placing housing in the flood boundary.

Mitigation Measure IX. g. h.: None Required

Impact IX.i. j. Expose people or structures to loss due to failure of levee or dam or be inundated by sieche, or mudflow. Less Than Significant. The project site is not located behind a levee or below a dam, therefore there would be no impact.

Mitigation Measure IX.i.j.: None Required

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING – Would the project:					
a.	Physically divide an established community? *(Sources 1, 2)*			X	
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? *(Sources 1, 2)*			X	
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan? *(Sources 1, 2)*				X

Impact X.a. and b.: Physically divide a community or conflict with established land use plan or policy. (Less Than Significant)

The project proposes a change in land use designation to Mixed Use (MU) from Commercial (CO). Development of the Heritage Point site was an objective under the former North Richmond Redevelopment Project. The parcels were originally acquired by the former Redevelopment Agency for the purpose of developing a mixed use retail and housing project along Fred Jackson Way to

complement the North Richmond Senior Housing Complex located directly across the street. The North Richmond community has strongly supported development of the Heritage Point site. However, due to market conditions, and then the dissolutionment of the Redevelopment Agency, development of Heritage Point never occurred. Currently on the six parcels that make up the 0.81 acre project site are older housing stock, vacant lots and a small building.

The proposed project does not divide an established community. Rather, it replaces older residential lots, both vacant and occupied, with a Mixed Use, 4 story building consisting of affordable apartments and commercial uses on a 0.81 acre project site. To accomplish this, the project proposes a General Plan Amendment from a Commercial to Mixed Use Land Use Designation and a subdivision to merge 7 lots into 2 lots. The proposed project would be in conflict with the existing General Plan designation but, after the above noted General Plan Amendment the project would be consistent with the General Plan.

Mitigation Measure X.a. and b.: None Required.

Impact X.c.: Conservation Plan (No Impact) The proposed project is not located within a Habitat Conservation Plan, or in a Natural Community Conservation Plan. As it is not near any of these sensitive locations, no impact is expected.

Mitigation Measure X.c.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RIGHTS – 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? *(Sources 1.2)*				X
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	general plan, specific plan, or other land use plan? *(Sources 1,2)*				

Impact XI.a. and b.: Mineral Resources (No impact) The project site is not in an area of known mineral resources per the County's General Plan, and therefore no impact is anticipated.

Mitigation Measure XI.a. and b.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. 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? *(Sources 1, 2)*			X	
b.	Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels? *(Sources 1)*				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? *(Sources 1)*			X	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? *(Sources 1, 2)*		X		
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? *(Sources 1, 2)*				X
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? *(Sources 1, 2)*				X

Impact XII.a.: Exposure to Noise Levels. Less than Significant. Residential and commercial uses developed on the project site would not be exposed to exterior noise levels exceeding the "normally acceptable" noise and land use

compatibility standards presented in the County's General Plan for single- and multiple-family residential land uses.

Interior noise levels within proposed residential units are required to be maintained at or below 45 DNL. In residential units of standard construction, interior noise levels are approximately 15 decibels lower than exterior noise levels with the windows partially open. Where exterior noise levels exceed 60 DNL, compliance with State Building Code requires a report to be submitted with the building plans identifying the noise attenuation features included in the project's design to maintain interior noise levels at or below 45 DNL.

Typically, standard construction with forced air ventilation (allowing the occupant to control noise by maintaining the windows shut) provides approximately 20 to 25 dBA of noise reduction in interior spaces. This method of reducing interior noise levels is normally used in noise environments ranging from 60 to 65 DNL. Where noise levels exceed 65 DNL, forced-air mechanical ventilation systems and sound-rated construction methods are normally required.

Mitigation Measure XII.a.: None Required.

Impact XII.b.: Ground Borne Noise/Vibration. No Impact. The project is not located within the immediate vicinity of any known producers of groundborne vibration (e.g., an active railroad line). Vibration levels associated with the construction of the project are not expected to result significant impacts.

Mitigation Measure XII.b.: None Required.

Impact XII.c.: Ambient Noise. Less than Significant Impact. The noise environment at noise sensitive receivers in the vicinity of the project site results primarily from traffic along Fred Jackson Way and Chelsey Avenue. Noise sources associated with the operation of the project would primarily include vehicular traffic accessing the site from these streets. Traffic noise generated by the project is not projected to increase noise levels significantly. The project does not propose changes in traffic that are substantial enough to provide a noticeable increase to the noise environment at the nearby residential receivers; a less than significant impact.

Mitigation Measure XII.c.: None Required.

Impact XII.d.: Temporary Noise. Significant Impact Unless Mitigation Incorporated. The construction of the proposed project would generate noise levels that would at times exceed ambient noise levels at noise sensitive

receptors in the vicinity of the project site. Construction activities would include grading and excavation of areas on the site, and construction of new residential and commercial structures. Noise impacts from these activities depend on noise generated by various pieces of construction equipment, the timing and length of noise generating activities, and the distance between the noise generating construction activities and receptors that would be affected by the noise. The highest noise levels would be generated during grading of the site, with lower noise levels occurring during building construction. Large pieces of earth-moving equipment, such as graders, scrapers, and bulldozers, generate maximum noise levels of 80 to 85 dBA at a distance of 100 feet. Typical hourly average construction-generated noise levels are about 75 to 80 dBA measured at a distance of 100 feet from the site during busy construction periods. These noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Intervening structures or terrain result in lower noise levels.

Typically, residential construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of noise at a particular receiver or group of receivers is limited to one construction season (typically one year) or less. Construction noises associated with projects of this type are disturbances that are necessary, and reasonable regulation of the hours of construction, as well as regulation of the arrival and operation of heavy equipment and the delivery of construction materials is effective in reducing impacts to a level that is less than significant.

Mitigation Measure XII.d.: The following construction noise control measures are recommended to limit the amount of noise generated during the construction period. These measures would mitigate the impact to a less than significant level:

1. All noise generating construction activities shall be limited to the hours of 7:30 A.M. to 5:30 P.M., Monday through Friday, and shall be prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:

   New Year's Day (State and Federal)
   Birthday of Martin Luther King, Jr. (State and Federal)
   Washington's Birthday/Presidents' Day (State and Federal)
   Lincoln's Birthday (State)
   Cesar Chavez Day (State)
   Memorial Day (State and Federal)
   Independence Day (State and Federal)
   Labor Day (State and Federal)
   Columbus Day (State and Federal)
   Veterans Day (State and Federal)
   Thanksgiving Day (State and Federal)

Day after Thanksgiving (State)
Christmas Day (State and Federal)

For specific details on the actual day the state and federal holidays occur, please visit the following websites:

Federal/holidays:
http://www.opm.gov/Operating_Status_Schedules/fedhol/2011.asp

California/ holidays: http://www.ftb.ca.gov/aboutFTB/holidays.shtml

2. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.

3. Prohibit unnecessary idling of internal combustion engines.

4. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

5. Locate stationary noise generating equipment as far as possible from noise sensitive receptors.

6. Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

Significance After Mitigation: Less than Significant.

Impact XII.e. and f.: Airport Related Noise. No Impact. The project site is not located within two miles of a public or private airport. Therefore, this is not a potential impact.

Mitigation Measure XII.e. and f.: None Required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING – Would the project:				
a. Include substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *(Sources 1)*			X	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? *(Sources 1)*			X	
c. Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? *(Sources 1)*			X	

Impact XIII.a.: Induced Population Growth. Less than significant. The proposed project would provide 42 new residential apartment units and therefore a population of 118 new residents (assuming 2.82 persons per household based upon the 2010 U.S. Census). There is potential that additional growth would be induced through the introduction of housing into an area that has a history of less intense residential use. While the potential for growth inducement exists, this is not considered an adverse impact under CEQA unless the project meets certain potential criteria. Potential criteria which can induce growth (per CEQA) are:

- Removal of obstacles to growth, which include the expansion of infrastructure capacity;
- the extension of urban services to previously unserved areas.

The proposed project would not result in the extension of public services and utilities as this area is presently served. The public services and utilities have been planned around the anticipated growth associated with commercial development as planned for in the County's General Plan.

Although the proposed project would generate additional housing and commercial uses, it does not meet the above criteria for growth inducement, and therefore no impact is expected.

Mitigation Measure XIII.a.: None Required.

Impact XIII.b. and c.: Displacement of Housing or Population. Less than significant. The proposed project would not displace a substantial population and would provide additional housing for a new population. Therefore the project would have a beneficial impact on housing and population.

Mitigation Measure XIII.b. and c.: None Required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES – Would the project:				
a. 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 would cause significant environmental impacts, in order to maintain acceptable service				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ratios, response times or other performance objectives for any of the public services?					
1.	Fire Protection *(Sources 1)*			X	
2.	Police Protection *(Sources 1)*			X	
3.	Schools *(Sources 1)*			X	
4.	Parks *(Sources 1, 2, 3)*			X	
5.	Other Public Facilities *(Sources 1,)*				X

Preface

Impact XIV.a.1.: Fire Protection. Less than Significant. The Vesting Tentative Map/Preliminary and Final Development Plan will be regulated by the Contra Costa County Fire Protection District's requirements, County Ordinances, and the 2013 California Building Code. The Contra Costa County Fire Protection District submitted a letter on September 11, 2014 regarding their regulations including creating a clear area in front of the building for fire department aerial apparatus. These requirements are a condition of project approval.

Mitigation Measure XIV.a.1.: None Required

Impact XIV.a.2.: Police Protection. Less than Significant Impact. The project site is, and will continue, to receive its police protection from the Contra Costa County Office of the Sheriff. The addition of 42 residential units will increase demand for services but is not expected to have a significant negative impact on their ability to provide services.

Mitigation Measure XIV.a.2.: None Required.

Impact XIV.a.3.: Schools. Less than Significant. Each new unit would generate an average of .720 K-12th grade students, making the child impact to schools approximately 30, K-12 students (42 units x .720) (source: School Facility Needs Analysis for West County Unified School District – December 2014).

The project would be required to pay the state-mandated school impact fees. State law dictates that payment of these fees constitutes full mitigation of school capacity impacts. After payment of school impact there would be no impact on schools.

Mitigation Measure XIV.a.3.: None Required

Impact XIV.a.4.: Parks. Less than Significant Impact. The proposed project would result in increases in the demand for parks and recreation services. The County's park standard is 3 acres/1000 residents. The County Park and Recreation Ordinance calls for a dedication of parkland of 350 square feet/dwelling unit or payment of an in lieu fee. The project will be required, as a condition of approval, to pay an in lieu park fee.

Mitigation Measure XIV.a.4.: None Required.

Impact XIV.a.5.: Other Public Facilities. No Impact. Portions of the project site are not currently annexed into a lighting district. Annexation to the lighting district is a mechanism to supplement the funding for maintenance of street lights throughout the County and will not have an impact on the physical environment. The applicant would be required, as a condition of approval, to annex into the Community Facilities District 2010-1 formed for Countywide Street Light Financing.

Mitigation Measure XIV.a.5.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION – Would the project:					
a.	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? *(Sources 1, 2)*			X	
b.	Include recreational facilities or require the			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	construction or expansion of recreational facilities which might have an adverse physical effect on the environment? *(Sources 1, 2)*				

Impact XV a. and b. Recreation Impacts. Less than Significant. The proposed project would introduce a new population which would be expected to create new demand for parks in the area. However, the applicant would be required, by condition of approval, to pay the required park dedication fee upon issuance of building permits. The payment of required park dedication fees would reduce the impact to a less than significant level.

Mitigation Measure XV.a. and b.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. 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			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	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?			X	
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? *(Sources 1, 2)*				X
d.	Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? *(Sources 1, 2)*			X	
e.	Result in inadequate emergency access? *(Sources 1, 2)*			X	
f.	Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	otherwise decrease the performance or safety of such facilities				

Affected Environment:

The project area will be accessed by pedestrian entries, bicycle parking and a vehicular driveway along Fred Jackson Way. The site is generally bounded by Grove Avenue (60 foot [ft] right of way [R/W] to the north, Truman Street (60 ft R/W) to the east, Chelsey Avenue (60 ft R/W) to the south, and Fred Jackson Way (70 ft R/W) to the west. Fred Jackson Way is a two-lane roadway with an existing median and on-street parking adjacent to the project site. South of the project site, Fred Jackson Way is striped with "sharrows," an indication for bicycles sharing the roadway with automobiles. North of the project site, Fred Jackson Way is striped with a Class II bike lane. Transit service is provided along Fred Jackson Way with stops south of Chelsey Avenue and north of Grove Avenue.

Impact XVI.a.Applicable Transportation Plans. 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? Less than Significant.

The Contra Costa Transportation Authority (CCTA) Growth Management Plan, the West Contra Costa Transportation Advisory Committee (WCCTAC) Action Plan and the County of Contra Costa (County) General Plan establish measures of effectiveness and requirements for the analysis and disclosure of circulation impacts associated with new land developments. Potential circulation impacts may be expected, and traffic impact analyses are required for projects that generate more than 100 or more net new peak-hour trips. A project generating less than 100 peak-hour trips generally will not create or exacerbate a significant circulation impact.

The proposed project would generate less than 100 peak-hour trips.

	Current Land-Use Designation	Proposed Mixed-Use		
Rate	General Office Building (710)	Mid-Rise Apartment (223)	Supermarket (850)	Retail (814)

Rate	Current Land-Use Designation	Proposed Mixed-Use			
	General Office Building (710)	Mid-Rise Apartment (223)		Supermarket (850)	Retail (814)
AM Peak Hour	1.55	0.35		10.05	6.84
PM Peak Hour	1.49	0.44		11.85	5.02
Weekday	11.01	N/A		102.24	44.32
Rate Based on Square Feet, # of Units, etc.	42,452 Square Foot Commercial Space	42 Units (Before Credits)	42 Units (After 33% Reduction Credit)	3,500 Square Feet	900 Square Feet
AM Peak Hour	66	15	10	35	6
PM Peak Hour	63	18	13	41	5
Weekday	467	N/A	N/A	358	40
Total	Total Commercial Space Trip Generation	Sum of Mixed Use (Before Credits)		Sum of Mixed Use (After 33% Reduction Credits)	
AM Peak Hour	66	56		51	
PM Peak Hour	63	64		58	
Weekday	467	N/A		N/A	

N/A = not applicable

Source: Contra Costa County, Public Works Department

Using standard Institute of Transportation Engineers (ITE) Trip Generation trip rates, the project will generate 56 gross a.m. peak-hour trips and 64 gross p.m. peak-hour trips. Considering credits and trip reductions, the project is forecast to generate 51 net new a.m. peak-hour trips and 58 net new p.m. peak-hour trips. As such, the project will not generate a sufficient number of trips to exceed a standard measure of effectiveness for vehicular travel.

The project also provides bicycle and pedestrian design features consistent with applicable provisions of the County General Plan, as well as the City of Richmond (City) General Plan. These include visitor and resident bike parking, direct pedestrian access from the adjacent sidewalk to all elements of the project, proximity to transit, pedestrian shade and landscaping, and traffic calming through

median treatment and adjacent on-street parking, etc. The proposed project complies with and does not conflict with applicable plans for all modes of transportation.

Mitigation Measure XVI.a.: None Required.

Impact XVI.b. Applicable Congestion Plan. Less than Significant. 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? Less than Significant.

As the Congestion Management Agency (CMA), the CCTA is responsible for establishing, implementing and monitoring the County's Congestion Management Program (CMP). Through its implementation of the CMP, the CCTA works to ensure that roadways operate at acceptable levels of service and reviews development proposals to ensure that transportation impacts are minimized. The CCTA CMP establishes a network of arterials for level of service (LOS) and other standards. The roadways around the proposed project are not part of the CMP roadway network. The CMP LOS and other standards do not apply to these local roadways.

Furthermore, as indicated above, the proposed project is not forecast to generate peak-hour trips equal to or greater than the threshold for significance (i.e., 100 or more net new peak-hour trips). Therefore, the project does not add traffic that would create a conflict with a CMP standard.

Mitigation Measure XVI.b.: None Required.

Impact XVI.c. Air Traffic Patterns. 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? No Impact.

The project does not propose any structures that would interfere with air traffic patterns, nor would it increase traffic levels. There is no impact related to air traffic.

Mitigation Measure XVI.c.: None Required.

Impact XVI.d. Hazardous design feature. Less than Significant. *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

The proposed project will not change the existing roadway design. As a result, the proposed project would not substantially increase hazards for vehicles due to a design feature or incompatible uses. The project is required by condition of approval to comply with the Fire District requirement to provide a clear area in front of the building for aerial fire apparatus.

Mitigation Measure XVI.d.: None Required

Impact XVI.e. Emergency Access. Less than Significant. The proposed project will provide direct access to the site for emergency vehicles via Fred Jackson Way. As noted above the applicant will be required, by condition of approval to comply with the Contra Costa Fire District letter, dated September 11, 2014, which requires a 60 foot long portion of the median fronting the proposed building that shall be designated for aerial apparatus access with mountable curbs and free of any obstructions. This would provide the Fire District a clear area for fire department aerial apparatus immediately adjacent to the building on Fred Jackson Way.

Mitigation Measure XVI.e.: None Required.

Impact XVI.f. Adopted Policies regarding public transit, bicycle, or pedestrian. Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? No Impact.

The project includes numerous design features that promote the County and City Complete Streets and multimodal goals. These include visitor and resident bike parking, direct pedestrian access from the adjacent sidewalk to all elements of the project, proximity to transit, pedestrian shade and landscaping, and traffic calming through median treatment and adjacent on-street parking, etc. The proposed project complies with and does not conflict with applicable plans for all modes of transportation.

Mitigation Measure XVI.f.: None Required

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? *(Sources 1, 2)*			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? *(Sources 1)*			X	
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? *(Sources 1)*			X	
d.	Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement deeded? *(Sources 1)*			X	
e.	Result in 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?			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	(Sources 1)				
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? *(Sources 1)*			X	
g.	Comply with federal, state and local statues and regulations related to solid waste? *(Sources 1)*			X	

Impact XVII.a., b. & e.: Wastewater.Less than Significant. The project would be served by the West County Wastewater District. The District stated in a letter, dated June 6, 2014 the project would be served subject to the District's requirements. The project is required by condition of approval to secure a Will Serve letter from the Waste Water District prior to recordation of Minor Subdivision Map.

Mitigation Measure XVII.a., b. and e.: None Required.

Impact XVII.c.: Result in construction of new stormwater facilities that would cause significant environmental effects. Less than Significant. The project does not anticipate a significant environmental effect from the construction of new or the expansion of existing stormwater facilities.

Mitigation Measure XVII.c.: None Required.

Impact XVII.d.: Water. Less than Significant. For water service, the project would be served by the East Bay Municipal Utility District. The project would be required to comply with District standards to obtain water service. The project is also required by condition of approval to submit a Will Serve letter from the Water District prior to recordation of Minor Subdivision.

Mitigation Measure XVII.d.: None Required

Impact XVII.f. and g.: Solid Waste. Less than Significant. Development of the subject parcels would generate solid waste, but there is evidence to suggest that there is sufficient landfill capacity in the North Richmond area to handle such solid waste. This is a less than significant impact.

Mitigation Measure XVII.f. and g.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFANCE – Would the project:					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish and 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?			X	
b.	Does the project have impacts that are individually limited but cumulatively considerable? (Cumulatively considerably means that the incremental effects of a project are			X	

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects?)				
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Impact XVIII.a-c. Mandatory Findings of Significance. Less Than Significant. The proposed project would not interfere with wildlife movement nor impact riparian or historical resources. Also, it would not create substantial cumulative impacts to the area. In addition, the proposed project would create environmental impacts for which mitigation measures have been recommended.

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