

**EXHIBIT C – MITIGATED NEGATIVE DECLARATION**

PUBLIC WORKS DEPARTMENT  
INITIAL STUDY OF  
ENVIRONMENTAL SIGNIFICANCE

PROJECT NUMBER: WL0075

CP# 17-37

PROJECT NAME: Buchanan Field Airport Business Park

PREPARED BY: Ave' Brown *pb*

DATE: February 7, 2018

APPROVED BY: *[Signature]* DATE: 2-13-18

**RECOMMENDATIONS:**

☐ Categorical Exemption: 1530      [Class     ]

☒ Mitigated Negative Declaration

☐ Environmental Impact Report Required

☐ Conditional Negative Declaration

The project will not have a significant effect on the environment. The recommendation is based on the following: There is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, pursuant to 15063 (b) (2) of the CEQA Guidelines.

What changes to the project would mitigate the identified impacts: N/A

USGS Quad Sheet: <u>Walnut Creek CA</u>	Base Map Sheet #: <u>H-14</u>	Parcel #: <u>125-010-023</u>
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**GENERAL CONSIDERATIONS:**

1. **Location:** The Project is located at the Buchanan Field Airport in unincorporated Contra Costa County.
2. **Project Description:** The purpose of the Project is to provide needed commercial office/warehouse/distribution space at Buchanan Field Airport. The Project site has a General Plan designation of Business Park (BP) and is zoned Unrestricted (U). The applicant (Montecito Commercial Group, LLC) proposes constructing a 52,000 sq. ft. slab on grade single story metal and concrete tilt up office/warehouse/distribution building. The building as it is proposed contains 22 individual units. Each unit will have a separate entrance at the front and rear of the building. The overall building measures 288 lineal feet by 391 lineal feet and will reach up to 37 feet in elevation. The Project site is divided into two areas. Area A will be leased by the applicant and consists of 130,096 sq. ft. of net leasable acreage in compliance with the County General Plan Amendment dated June 21, 2016. Area A will be developed with the proposed 52,000 sq. ft. building and parking area. Area B will not be leased to the applicant. This area will be improved and maintained by the applicant with landscaping and new airport signage as part of their agreement with the Airport. A new monument sign on Sally Ride Drive around the entrance to the Project location will be constructed of stucco, wood and concrete. Circulation on the parcel will allow delivery vehicles to load and unload at the front or rear of the building. Landscaping will be included to soften the commercial nature of the Project. All onsite parking, signage, landscaping, drainage, and lighting will conform to applicable codes and County standards. All electrical service will be supplied by an existing PG&E pole located on the parcel. Sewer service will be provided by Central Contra Costa Sanitary District. Water service will be provided by Contra Costa Water District. Contra Costa Fire Protection District will serve the property and Contra Costa Sheriff will provide emergency services. In addition, Buchanan Field also has on-site Aircraft Rescue and Fire Fighting equipment and staff. Construction is tentatively slated to commence in June of 2018 and be complete by December of 2018. Onsite construction work will begin at 8:00 a.m. and finish at 5:00 p.m. Monday through Friday. Transporting of heavy equipment and trucks will be limited to between 9:00 a.m. and 4:00 p.m. No construction activities will be allowed on observed holidays. Construction equipment will comply with all air and water quality mitigation measures as specified by the County. The street will be kept clean of dirt, gravel and dust. Project mitigation measures will include limits on noise, air quality, traffic impacts, etc., and traffic control during construction. Real property transactions are necessary for this Project.



**Contra  
Costa  
County**

3. Does it appear that any feature of the project will generate significant public concern?

☐ Yes ☐ No ☒ maybe (Nature of concern): The Project is near a residential area and will develop a portion of a vacant parcel.

4. Will the project require approval or permits by other than a County agency?

☒ Yes ☐ No United States Army Corps of Engineers, San Francisco Bay Regional Water Quality Control Board

5. Is the project within the Sphere of Influence of any city? Concord



**CALIFORNIA ENVIRONMENTAL QUALITY ACT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

In compliance with the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000, et seq.), this Initial Study has been prepared to determine whether an Environmental Impact Report (EIR) or a Negative Declaration needs to be prepared, or to identify the significant environmental effects to be analyzed in an EIR.

**PROJECT TITLE**

Buchanan Field Airport Business Park (Project)

**LEAD AGENCY NAME AND ADDRESS**

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

**CONTACT PERSON AND PHONE NUMBER**

Avé Brown, Environmental Analyst III (925) 313-2311

**PROJECT LOCATION**

The Project is located at the Buchanan Field Airport (Airport) within unincorporated Contra Costa County and within the City of Concord's Sphere of Influence and Planning Area Boundary. Concord City limits abut the Airport to the northeast, east, and south. The northwestern portion of the Airport abuts the City of Martinez, while the southwestern and western portions abut the City of Pleasant Hill and the unincorporated community of Pacheco, respectively. The area directly north of the Airport consists of unincorporated land (Figures 1 and 2).

**PROJECT SPONSOR'S NAME AND ADDRESS**

Contra Costa County Public Works Department (CCCPWD)  
255 Glacier Drive  
Martinez, California 94553

**ENVIRONMENTAL SETTING**

General Plan and Zoning Designations

The Project site has a General Plan designation of Business Park (BP) and is zoned Unrestricted (U) (Figures 3 and 4).

**BACKGROUND**

An Initial Study Mitigated Negative Declaration was prepared for Buchanan Airport's 2008 Master Plan Update (LSA 2008) and was adopted by the Contra Costa County (County) Board of Supervisors (Master Plan Update). The Master Plan Update included a General Plan Amendment and revision to the General Plan Land Use Element Map; approximately 16 acres of the land use designation for the 19-acre Airport-owned property on the west side of the Airport, between Marsh Drive and Sally Ride Drive, was changed from Commercial (CO) to Public/Semi-Public (PS) use. Approximately 3 acres of this 19-acre Airport-owned property was retained for non-aviation commercial development that would be separate and distinct from the Airport operations, but could provide services in support of Airport functions (e.g. office, hotel, retail, etc.) and was designated



Business Park (BP). The 3 acre parcel is the location of the Project site. Subsequently, another General Plan amendment was approved to allow a larger (52,300 square foot) development to be constructed on the Project site since much of the previously anticipated development for airport was never constructed.

The Master Plan Update included analysis of an 18,500 square foot business park at the Project site, the potential construction and operational impacts of the business park were generally described and analyzed in the Master Plan IS/MND 2008 and found to be less than significant. The Project is consistent with the analysis in the Master Plan IS/MND 2008 with the exception that the Master Plan IS/MND 2008 analyzed an 18,500 square foot business park and the Project would construct a 52,000 square-foot business park. Project specific studies for a 52,000 square foot business park were prepared in 2017 for air quality, biological resources, cultural resources, hazards and hazardous materials, noise, and transportation. This document analyses the Project for consistency with the Master Plan Update and General Plan Amendments, and provides an updated and Project specific analysis of potential impacts.

#### Existing Conditions

The Project site is a flat unimproved parcel that is currently vacant. An asphalt remnant from previous use is located on the eastern side of the Project site adjacent to Sally Ride Drive. The vegetation on site is largely composed of non-native grassland. There are no trees or shrubs on the Project site. There is one linear depression that is likely what is left of an old irrigation ditch. A drainage ditch is located on the west of the parcel, outside the Project limits, that runs parallel to Marsh drive and ultimately empties into Grayson creek.

#### Surrounding Land Uses

Concord City limits abut the Airport to the northeast, east, and south. The northwestern portion of the Airport abuts the City of Martinez, while the southwestern and western portions abut the City of Pleasant Hill and the unincorporated community of Pacheco, respectively. The Project site is surrounded by industrial/aviation uses on the south, east and north, and residential to the west.

#### **PURPOSE AND NEED**

The purpose of the Project is to provide needed commercial office/warehouse/distribution space at Buchanan Field Airport and in the larger Concord market and to provide conveniently located, new, on airport space for pilots and airport businesses seeking affordable commercial space. The Project also will create jobs and taxable sales resulting in positive economic impacts to Contra Costa County, the City of Concord, and other affected taxing entities.

#### **PROJECT DESCRIPTION**

The applicant (Montecito Commercial Group, LLC) proposes constructing a 52,000 sq. ft. slab on grade single story metal and concrete tilt up office/warehouse/distribution building as shown in Figures 5, 6, and 7. It is generally configured in an 'L' shape on the property. The building as it is proposed contains 22 individual units ranging in size from 2,055 sq. ft. up to 5,186 square feet (sq. ft.) Each unit will have a separate entrance at the front and rear of the building. The overall building measures 288 lineal feet by 391 lineal feet and will reach up to 37 feet in elevation. The Project site is divided into two areas as shown on Figure 5. Area A will be leased by the applicant and consists of 130,096 sq. ft. of net leasable acreage in compliance with the County General Plan Amendment dated June 21, 2016. Area A will be developed with the proposed 52,000 sq. ft. building and parking area. There would be a total of 65,658 new sq. ft. of impervious asphalt

concrete parking and driveway area in Area A. There are 91 total parking spots including 6 ADA accessible spots. Area B will not be leased to the applicant. This area will be improved and maintained by the applicant with landscaping and new airport signage as part of their agreement with the Airport. There are 91 total parking spots including 6 ADA accessible spots. Area B is a total of 9,503 sq. ft. There is a total of 2,099 sq. ft. of new impervious asphalt concrete area in Area B. All driveways are a minimum of 26 ft. in width around the perimeter of the building. There is a total of 12,438 sq. ft. of new landscaping planned onsite in Area A and 7,404 sq. ft. of new landscaping planned in Area B. The Project will include approximately 130 lineal feet of new asphalt/concrete pavement on Sally Ride Drive from the intersection of Marsh Drive Northward to the first driveway. The building will be setback a minimum of 40 feet from the curb on Sally Ride Drive (Figures 5, 6, and 7).

The building exterior will include a combination of colored architectural panels. There is also a masonry block façade on the lower three feet of the exterior front panels to provide an enhanced design element. Architectural metal panels are arranged horizontally and vertically on the exterior of the building and along the rooflines. There will be alternately recessed or pop out panels along the front elevation. The same recess and pop out methodology will be used along windows and entryways. Additional circulation on the parcel will allow delivery vehicles to load and unload at the front or rear of the building. Landscaping will include trees, vines and shrubbery designed to soften the commercial nature of the Project. All onsite parking, signage, landscaping, and lighting will conform to applicable codes and County standards including but not limited to the 2012 Buchanan Field Airport and Byron Airport Minimum Standards, Development, Facility Use and Lease Policies and the 2015 Updated Model Water Efficiency Landscape Ordinance. All drainage will comply with County C.3 clean water standards (C.3) at the time of construction as required by the California Regional Water Quality Control Boards' Municipal Regional Permit.

All electrical service will be supplied by an existing PG&E pole located on the parcel. The building will be "solar ready" in accordance with the Contra Costa County Climate Action Plan New Development Standards.

A new monument sign on Sally Ride Drive around the entrance to the Project location will be constructed of stucco, wood and concrete. The sign will be illuminated with low voltage lighting.

Sewer service will be provided by Central Contra Costa Sanitary District. Water service will be provided by Contra Costa Water District. Contra Costa Fire Protection District will serve the property and Contra Costa Sheriff will provide emergency services. In addition, Buchanan Field also has on-site Aircraft Rescue and Fire Fighting equipment and staff.

#### Construction Details

Construction is tentatively slated to commence in June of 2018 and be complete by December of 2018. Onsite construction work will begin at 8:00 a.m. and finish at 5:00 p.m. Monday through Friday. Transporting of heavy equipment and trucks will be limited to between 9:00 a.m. and 4:00 p.m. No construction activities will be allowed on observed holidays. During the construction process, the company expects to use various pick-up trucks, dump trucks, excavators, watering trucks, backhoes, small tractors, concrete trucks and pumps, forklifts, scissor type expanding scaffolding, welding, painting and paving equipment. Typical construction activities will include grading, trenching, paving, pouring concrete, erecting metal, framing, painting, roofing, installing windows, electrical, plumbing and fire service connections. Construction equipment will comply with

all air and water quality mitigation measures as specified by the County. The street will be kept clean of dirt, gravel and dust.

Real property transactions such as lease agreements are necessary for this Project.

**OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED**

The U.S. Army Corps of Engineers

The San Francisco Bay Regional Water Quality Control Board

The Contra Costa County Public Works Department



**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:**

On the basis of this initial evaluation:

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

Ami Breen  
NAME OF PREPARER  
Contra Costa County Public Works Department

2-7-18  
Date

Antel C. Co  
LEAD AGENCY NAME  
Contra Costa County Development and Conservation Department

2-13-18  
Date

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ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
		Incorporated		

## I. AESTHETICS

Would the project:

- |                                                                                                                                                          |                          |                                     |                                     |                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista?                                                                                                  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?                                                      | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?                                    | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

### ***Environmental Setting***

Scenic vistas in the vicinity of the Airport include views of Lime Ridge Open Space area, which is over 3 miles southeast of the Airport. Long-range views of Mount Diablo are also available to the east. In addition, portions of State Route 4 (SR-4) and State Route 242 (SR-242) within the vicinity of the Airport are designated Scenic Highways and Expressways on the Contra Costa County General Plan Scenic Routes Plan (2008 IS/MND).

#### *a) Would the project have a substantial adverse effect on a scenic vista?*

The Project is located approximately 2,000 feet from the southern end of runway 1L. Consistent with the Airport zoning, general elevations of the proposed building will range from 22-feet to 27-feet with the north elevation reaching 37-feet to provide design detail to the building (Figure 7).

The Project is not located within a designated scenic area and will not affect the quality of scenic vistas. Currently, views of scenic vistas from SR-4, and SR-242 are affected by Airport development and other land uses in the area. The Project will develop a previously undeveloped parcel in a developed area. The building and landscaping will be designed to fit with the character of the area and the Project will conform to Airport height limitations. Therefore, views from SR-4 and SR-242 are not expected to be blocked because of the elevation of those roadways, nor will they be significantly changed because of the Project. Development of the Project will likely further block views of Mt. Diablo from the residential land uses to the west. Degree of change will vary by location, orientation of windows in residential units, etc.

The Project is located on Airport property and is consistent with the zoning and General Plan designation of the Project site. The proposed land use is consistent with what is planned for the



parcel. As discussed below in (c), The Project will conform to airport height limits and will incorporate design features including landscaping and a bio-swale on the west side of the development to soften views of the development. Therefore, Project impacts are considered **less than significant**.

*b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The Project is not located within a state scenic highway or an officially designated County scenic highway. The Project site is a flat undeveloped area. With the exception of the remnants of an abandoned drainage ditch that is not visible from the road, there are no trees, historic buildings, or other features on the Project site that could be considered scenic resources. (Caltrans 2011). Therefore, the Project will have **no impact**.

*c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?*

The visual character of the area consists of a mix of Airport uses, undeveloped portions of the Airport, other commercial uses, and residential uses.

Visual elements have been included in the Project design to incorporate it into the existing character of the area. The building exterior will include a combination of colored architectural panels. There is also a masonry block façade on the lower three feet of the exterior front panels to provide an enhanced design element. Architectural metal panels are arranged horizontally and vertically on the exterior of the building and along the rooflines. There will be alternatingly recessed or pop out panels along the front elevation. The same recess and pop out methodology will be used along windows and entryways. Additional circulation on the parcel will allow delivery vehicles to load and unload at the front or rear of the building. Landscaping will include trees, vines and shrubbery designed to soften the commercial nature of the Project. A new monument sign on Sally Ride Drive near the entrance to the Project will be constructed of stucco, wood and concrete.

Project landscaping and signage will be reviewed by Airport staff for conformity to Buchanan Field Airport And Byron Airport Minimum Standards, Development, Facility Use & Lease Policies (Buchanan 2012). Examples of policies pertaining to aesthetics are summarized below:

- At least 10% of the parcel must be landscaped,
- Landscaping should be emphasized in publically visible areas,
- Plants should be used to enhance architecture and unify buildings with surrounding areas,
- Parking areas must be landscaped,
- Illuminated signs must have all lighting elements and electrical components integrally installed and concealed from public view,
- All signs must be maintained in good working order and aesthetically pleasing order and conditions at all times.

Because of drought conditions in California, all landscaping is required to comply with the 2015 Updated Model Water Efficiency Landscape Ordinance. Mitigation Measure AES-1 will ensure compliance with that ordinance.

**IMPACT AES-1:** To reduce water usage, all landscaping must comply with the 2015 Updated Model Water Efficiency Landscape Ordinance.

**MITIGATION MEASURE AES-1:** Prior to occupancy of the proposed development, landscape plans will be reviewed and approved for consistency with the 2015 Updated Model Water Efficiency Landscape Ordinance by the Contra Costa County Department of Conservation and Development. This shall be accompanied with a \$500 review fee.

The Project will add a commercial building on a currently vacant parcel. However the parcel is located in an area with existing development and incorporates design elements to fit in with existing development. Therefore, Project impacts will be **less than significant**.

*d) Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?*

The Project will include new sources of light consisting of security and landscape lighting. Onsite parking, security and landscape lighting will conform to Buchanan Field Airport And Byron Airport Minimum Standards, Development, Facility Use & Lease Policies (Buchanan 2012). Examples of Airport standards related to lighting are summarized below:

- Light sources will be shielded to minimize glare and confine lighting to the sight
- Lighting will be sufficient for security but will avoid over lighting.

Further, the new monument sign on Sally Ride Drive will be illuminated with low voltage lighting. As such, the Project is not expected to result in substantial light or glare that would adversely affect views. Therefore, Project impacts will be **less than significant**.

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

### ***Environmental Setting***

The Project is located in an urban built up area and is not zoned for agricultural use. No agricultural land is present on the Airport or in nearby areas.

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

According to the Contra Costa County Important Farmland 2014 farmland map, there is no Prime Farmland, Unique Farmland, or Farmland of statewide Importance present on the Project site. Therefore, the Project will have **no impact**.



*b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

The Project site has a General Plan designation of Business Park, is zoned Unrestricted and is not within a Williamson Act contract. Therefore, the Project will have **no impact**.

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

There is no forestland, or land zoned for timberland production in the Project vicinity. These conditions preclude impacts to forestland or timberland. Therefore, the Project will have **no impact**.

*d) Result in the loss of forestland or conversion of forestland to non-forest use?*

There is no forestland, or land zoned for timberland production in the Project vicinity. These conditions preclude impacts to forestland or timberland. Therefore, the Project will have **no impact**.

*e) Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forestland to non-forest use?*

The surrounding properties are a range of zoning designations such as Single Family Residential, Multiple Family Residential, Light Industrial, Office, and Mobile Home District. There is no agricultural land in the nearby vicinity. Therefore, the Project will have **no impact**.

ISSUES:	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b>				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Regulatory Setting

The Project site is located in the San Francisco Bay Area Air Basin (SFBAAB). The Bay Area Air Quality Management District (BAAQMD) is the jurisdictional agency responsible for air quality in the region. The BAAQMD adopted the 2017 Clean Air Plan: Spare the Air, Cool the Climate on April 19, 2017. The Clean Air Plan is aimed at decreasing air pollutants to bring the SFBAAB into compliance with federal and state air quality standards. To provide guidance for the Project's analysis under CEQA, the BAAQMD CEQA Air Quality Guidelines were consulted and utilized to inform environmental review.

### Environmental Setting

The SFBAAB is currently designated as a nonattainment area for state and national ozone standards and particulate matter (PM) ambient air quality standards.

**Table 1. Air Quality CEQA Thresholds of Significance**

Pollutant	Construction - Related	Operational-Related	
	Project-Level		
Criteria Air Pollutants and Precursors (Regional)	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/yr)
ROG	54	54	10
NO <sub>x</sub>	54	54	10
PM <sub>10</sub>	82 (exhaust)	82	15
PM <sub>2.5</sub>	54 (exhaust)	54	10
PM <sub>10</sub> /PM <sub>2.5</sub> (fugitive dust)	Best Management Practices	None	
Local CO	None	9.0 ppm (8-hour average), 20.0 ppm (1-hour	
GHGs – Projects other than Stationary Sources	None	Compliance with Qualified GHG Reduction Strategy OR 1,100 MT of CO <sub>2</sub> e/yr OR 4.6 MT CO <sub>2</sub> e/SP/yr (residents+employees)	

Source: May 2017 BAAQMD CEQA Guidelines update (BAAQMD 2017).

Explanations: lbs/day = pounds per day; tons/yr = tons per year; ROG = reactive organic gases (equivalent to volatile organic compounds [VOC]); NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter (PM) with an aerodynamic diameter of less than 10 micrometers; PM<sub>2.5</sub> = PM with an aerodynamic diameter of less than 2.5 micrometers; CO = carbon monoxide; ppm = parts per million; MT = metric tons; CO<sub>2</sub>e = carbon dioxide equivalent; SP = service population.

The following analysis is based on the air quality and greenhouse gas technical memorandum prepared for the Project (AECOM 2017a).

*a) Would the project conflict with or obstruct implementation of the applicable air quality plan?*

Projects that are consistent with the assumptions used in development of the air quality plan are considered to not conflict with or obstruct the attainment of the air quality levels identified in the plan. Assumptions for emission estimates are based on projections taken from local and regional planning documents. The Project is consistent with the non-aeronautical land use described in the Contra Costa County General Plan and the Buchanan Field Airport Layout Plan and Master Plan.

Consistency with the air quality plan is also determined through evaluation of Project-related air quality impacts and demonstration that Project-related emissions would not increase the frequency or severity of existing violations, or contribute to a new violation of the federal air quality standards. The BAAQMD thresholds of significance shown in Table 1 are applied to evaluate regional impacts of Project-specific emissions of air pollutants and their impact on the BAAQMD's ability to reach attainment. Emissions that are above these thresholds have not been

accommodated in the air quality plans and would not be consistent with the air quality plans. As discussed in Impact (b), Project-related construction and operational criteria pollutant emissions would not exceed the BAAQMD significance thresholds.

The Project would not conflict with or obstruct implementation of the BAAQMD 2017 Clean Air Plan. Therefore, impacts will be **less than significant**.

*b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

**Potential Construction Impacts:**

Construction of the Project could increase ozone levels from construction equipment exhaust and increase PM from fugitive dust from ground disturbance.

As shown in Table 2, construction-generated emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub> Exhaust, and PM<sub>10</sub> Exhaust, would not exceed applicable mass emission thresholds of significance. The BAAQMD does not have quantitative mass emissions thresholds for fugitive PM<sub>10</sub> and PM<sub>2.5</sub> dust. Instead, the BAAQMD recommends that all projects, regardless of the level of average daily emissions, implement applicable best management practices (BMPs), including those listed as Basic Construction Measures in the BAAQMD CEQA Guidelines. Mitigation Measure Air-1 is proposed to reduce construction impacts to less than significant.

**Table 2. Project Construction Emissions**

<b>Construction Year/Phase</b>	<b>ROG (tons/yr)</b>	<b>NO<sub>x</sub> (tons/yr)</b>	<b>PM<sub>10</sub> exhaust (tons/yr)</b>	<b>PM<sub>2.5</sub> exhaust (tons/yr)</b>
	0.06	0.59	0.08	0.05
	0.24	2.90	0.54	0.32
	0.87	10.27	5.00	1.25
	7.4	38.6	2.1	2.0
	54	54	82	54
	No	No	No	No

Source: CalEEMod modeling by AECOM (July 2017)

Note: For purposes of calculating emissions, construction was assumed to start in September 2017 and last approximately 10 months. In the event that the Project begins at a later date, the estimated durations are assumed to remain the same and the analysis would remain conservative as the equipment and vehicle fleets used would be expected to improve with a later start (i.e. the fleet would consist of a newer and less polluting equipment/vehicles).

Explanations: lbs/day = pounds per day; tons/yr = tons per year; ROG = reactive organic gases (equivalent to volatile organic compounds [VOC]); NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter (PM) with an aerodynamic diameter of less than 10 micrometers; PM<sub>2.5</sub> = PM with an aerodynamic diameter of less than 2.5 micrometers.

**Potential Operational Impacts:**

Daily operations of the Project could increase ozone levels from equipment emissions, vehicle trips, and energy use.

Table 3 presents the Project's operational emissions from criteria pollutants. As shown in Table 3, operation-generated emissions of ROG, NO<sub>x</sub>, PM<sub>2.5</sub> Exhaust, and PM<sub>10</sub> Exhaust, would not exceed applicable mass emission thresholds of significance.

**Table 3. Project Annual Operational Emissions**

Operational Emission Source	ROG	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	2.2	5.3	0.2	0.2
	54	54	82	54
	No	No	No	No

Source: CalEEMod modeling by AECOM (July 2017)

Explanations: lbs/day = pounds per day; ROG = reactive organic gases (equivalent to volatile organic compounds [VOC]); NO<sub>x</sub> = nitrogen oxides; PM<sub>10</sub> = particulate matter (PM) with an aerodynamic diameter of less than 10 micrometers; PM<sub>2.5</sub> = PM with an aerodynamic diameter of less than 2.5 micrometers.

#### **IMPACT AIR-1**

The BAAQMD recommends that all projects, regardless of the level of average daily emissions, implement applicable best management practices (BMPs), including those listed as Basic Construction Measures in the BAAQMD CEQA Guidelines.

#### **MITIGATION MEASURE AIR-1 Implement BAAQMD Basic Construction Mitigation Measures.**

The following measures will be implemented by the Project applicant during all phases of construction on the Project site:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered 2 times per day or as needed to eliminate potential for fugitive dust.
- All haul trucks transporting soil, sand, or other loose material shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads will 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 by reducing the maximum idling time to 5 minutes (as required by California airborne toxics



control measure Title 13, Section 2485 of the California Code of Regulations). 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 will be checked by a certified visible emissions evaluator.
- A publicly visible sign shall be posted at the Project site with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number also shall be visibly posted, for compliance with applicable regulations.

The Project is one order of magnitude below the operational criteria pollutant screening-size criteria contained in the 2017 CEQA Guidelines update (i.e. 553,000 square feet, in case of an Industrial Park land use type); while they are not thresholds of significance, these screening criteria were developed by the BAAQMD to provide lead agencies with a conservative indication of whether a project could result in potentially significant air quality impacts. Given that the estimated construction and operational emissions presented in Tables 2 and 3 are below the corresponding thresholds, the Project would not violate an air quality standard or contribute substantially to an air quality violation. Therefore, impacts will be **less than significant with mitigation incorporated**.

- c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?*

The nonattainment status of regional pollutants is a result of past and present development within the BAAQMD, and this regional impact is cumulative rather than attributable to any one source. In accordance with CEQA Guidelines Section 15064(h)(4), the existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the project's incremental effects are cumulatively considerable.

In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable, and thereby identified projects that would result in significant adverse impacts to the region's existing air quality conditions.

Based on the project-level analysis described above in Issue (a), the Project's construction and operational emissions would not exceed the thresholds of significance. Thus, the Project would not contribute to a cumulatively considerable net increase and the impact would be **less than significant**.

- d) *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Examples of sensitive receptors include schools, hospitals and residential areas. These are facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The closest

sensitive receptors are mobile home park residences located along Marsh Drive, the nearest being approximately 125 feet west of the Project site boundary.

The greatest potential for toxic air contaminant (TAC) emissions during construction of the Project would be related to diesel PM emissions generated by heavy-duty construction equipment. Given the construction schedule, varying buffer distance to the nearest sensitive receptors as construction moves across the Project site, and the highly dispersive nature of diesel PM emissions, construction of the Project would not expose sensitive receptors to substantial TAC concentrations.

Operation of the Project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels because no significant operational sources of pollutants are proposed. In addition, the majority of the daily vehicle trips would be associated with employees driving to and from work; thus, the majority of the mobile-source emissions would occur off-site at varying distances from the Project site and nearest sensitive receptors.

The California Air Resources Board (CARB) has developed the Air Quality and Land Use Handbook: A Community Health Perspective to provide guidance on land use compatibility with sources of TACs from the following source categories: freeways and high-traffic roads, distribution centers, rail yards, ports, refineries, chrome platers, dry cleaners, and gasoline dispensing facilities (CARB 2005). Consistent with the Air Quality and Land use Handbook, the land use associated with the Project is not among those listed, thus would not site substantial emissions sources near sensitive receptors.

Therefore, construction and operation of the Project would not expose sensitive receptors to substantial pollutant concentrations. Project impacts would be **less than significant**.

*e) Would the project create objectionable odors affecting a substantial number of people?*

Land use associated with the Project is not among the typical odorous sources detailed in Section 5 of the BAAQMD CEQA Guidance update, nor those provided in CARB's Air Quality and Land Use Handbook. For this reason, operation of the industrial park is not anticipated to generate objectionable odors. Construction activities associated with the Project could result in short-term odor emissions from diesel exhaust associated with construction equipment. However, such odors would be temporary and would disperse quickly outdoors. Therefore, Project impacts will be **less than significant**.

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

#### **Regulatory Background**

In 1973, the federal Endangered Species Act (ESA) was passed by Congress to protect ecosystems supporting special-status species to be administered by the U.S. Fish and Wildlife Service (USFWS). The California Endangered Species Act (CESA) was passed as a parallel act to be administered by the California Department of Fish and Wildlife (CDFW). Special-status plant and wildlife species are defined as those species listed as endangered, threatened, or proposed for listing or designated as fully protected species. If a project has the potential to impact special-status species and/or their associated habitats, the appropriate agency must be consulted to determine appropriate mitigation to offset impacts as well as avoidance and minimization measures to avoid impacts. The Migratory Bird Treaty Act (MBTA) protects nesting birds and raptors.

The Clean Water Act (CWA) serves as the primary federal law protecting the quality of the nation's wetlands and surface waters (other waters). Under Section 404, the United States Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (USEPA) regulate the discharge of dredged and fill materials into the waters of the United States. Waters of the state are regulated by the nine Regional Water Quality Control Boards under the State Water Quality Certification Program, which regulates discharges of dredged and fill material under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. The Project site is located in Region 2, which is covered by the San Francisco Bay Regional Water Quality Control Board.

### ***Environmental Setting***

The Project site is located near the intersection of Marsh Drive and Sally Ride Drive in unincorporated Contra Costa County near the town of Pacheco. The immediate area proposed for development is largely composed of a vacant field on Airport property. Areas surrounding the proposed development are largely developed (housing to the west, Buchanan Field Airport to the east, south, and north), except for another undeveloped field area to the immediate south across Sally Ride Drive.

The following analysis is based on the Biological Assessment prepared for the Project by Anchor QEA LLC (Anchor 2017a), and the Waters and Wetlands Delineation Report prepared for the Project by Salix Consulting (Salix 2017).

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

The California Natural Diversity Data Base (CNDDB) identifies recorded occurrences of three ESA- or CESA-listed wildlife species within the Project quadrangle this includes the California tiger salamander (*Ambystoma californiense*; federal and state threatened), California red-legged frog (CRLF; *Rana draytonii*; federal threatened and state species of special concern), and Alameda whipsnake (*Masticophis lateralis euryxanthus*; federal and state threatened). The burrowing owl (*Athene cunicularia*), a state species of special concern, was also identified for further analysis based on CNDDB records, literature review, and habitat conditions within the study area. The Project site could provide nesting habitat for ground nesting birds protected under the MBTA.

The Project site is outside of any designated critical habitat for ESA-listed species.  
California Tiger Salamander (CTS)

The nearest recorded occurrence of this species was approximately 4,000 feet west of the study area, recorded in 1920 and presumed extirpated. Of the four CTS occurrences recorded in the Project quadrangle, the most recent record is from 1954. The CTS would not be expected on site due to the lack of ponded areas with a correspondingly appropriate inundation period. Ponded areas are present on the site, but these features are not inundated for a long enough time to allow for the growth of tiger salamander larvae.

#### California Red-legged Frog (CRLF)

There is a single recorded occurrence of CRLF in the Project quadrangle, recorded at Diablo Foothills Regional Park, approximately 8 miles southeast of the study area in 1994 and presumed extant. The CRLF would not be expected on site due to the lack of moderately deep water, pooling features, and other supporting riparian or wetland vegetation required by this species.

#### Alameda Whipsnake (AWS)

There are five recorded observations of AWS in the Project quadrangle, although the precise location information has been deemed sensitive by CDFW and location information is suppressed. All observations were recorded in 2001 or 2002 and are presumed extant. There is no coastal scrub or chaparral on or adjacent to this site into which the Alameda whipsnake could retreat after foraging within on-site grassland; therefore, this species would not be expected to occur due to lack of required habitat. Alameda whipsnake is known to the west of the site in the low hills west of Highway 680. These areas are isolated from the site by urban development, including roads and subdivision, and this AWS population would therefore not be able to access the site.

#### Burrowing Owl (BO)

In 2008 BO were observed and recorded approximately 650 feet southeast of the study area. Two BO surveys were conducted of the Project site in May 2017 during the preparation of the Biological Assessment for the Project. No BO or sign of BO was observed. However, site conditions recorded at the Project site are very similar to those where the 2008 BO were observed, including the presence of ruderal annual grasslands nearby tributaries that lead to a main drainage channel. Therefore, although no BO have been observed on the Project site, BO could inhabit the site at any time before or during construction.

#### Migratory Birds

There are no trees or bushes on the Project site. However, the site could provide suitable nesting habitat for other ground nesting birds.

The following mitigation and avoidance measures will reduce impacts to special status species to less than significant with mitigation incorporated.

#### **IMPACT BIO-1a**

If occupied by burrowing owl, implementation of the Project would eliminate 3-acres of burrowing owl habitat and construction activities could affect BO on the Project site or within a 150-meter (492-foot) buffer.



**MITIGATION MEASURE BIO-1a**

1. The following additional surveys will be conducted on the Project site and within a 150-meter (492 foot) buffer by a qualified biologist to determine whether burrowing owls occur on the Project site or may be using the Project site as foraging habitat:
  - One late summer early fall survey (September 1 – November 15)
  - One winter survey (November 16 – January 31)
  - One spring (breeding season) survey (February 1 – August 31)
  - One pre-construction survey to determine the presence of burrowing owls on or within 150 meters (492 feet) of construction areas shall be conducted no more than 30 days prior to the initiation of any construction-related activities.
2. If burrowing owls are observed during these surveys, CDFW shall be contacted and an exclusion zone shall be implemented (i.e., an area where all Project-related activity shall be excluded) around the nest burrow in coordination with CDFW. Exclusion zones will likely comprise a 160-foot radius from occupied burrows during the non-breeding season of September 1 to January 31. Passive relocation of owls that includes the placement of one-way doors over burrow entrances, allowing owls to exit but not return, may occur at that time.
3. If burrowing owl are found during the breeding season (February 1 to August 31), passive relocation of nest burrows is not allowed; exclusion zones shall be established and comprise at least a 250-foot radius from nest burrows or as agreed to by CDFW. No Project activity shall occur within the exclusion area until the young have fledged.
4. If burrowing owls are found to occupy the site, the Project proponent will provide suitable on or off-site habitat at a minimum compensation to loss ratio of 1:1. Suitable habitat may also be provided in the form of credits at a CDFW-approved habitat conservation bank.
5. If no burrowing owl are found no further measures or mitigation is needed.

Alternatively, if occupation is assumed:

- I. To mitigate for loss of assumed habitat, the Project proponent will provide suitable on or off-site habitat at a minimum compensation to loss ratio of 1:1. Suitable habitat may also be provided in the form of credits at a CDFW-approved habitat conservation bank to mitigate for loss of habitat.
- II. To avoid construction impacts, two pre-construction surveys to determine the presence of burrowing owls on or within 150 meters (492 feet) of construction areas (including access routes and staging areas) shall be conducted by a qualified biologist. One survey shall be conducted no more than 60 days prior to construction to allow time to consult with CDFW if owls are found, and the other shall be conducted no more than 30 days prior to the initiation of any construction-related activities.

If burrowing owls are observed during these surveys, CDFW shall be contacted and an exclusion zone shall be implemented (i.e., an area where all Project-related activity shall be excluded) around the nest burrow in coordination with CDFW. Exclusion zones will likely comprise a 160-foot radius from occupied burrows during the non-breeding season of September 1 to January 31. Passive relocation of owls that includes the placement of one-way doors over burrow entrances, allowing owls to exit but not return, may occur at that time.

If burrowing owl are found during the breeding season (February 1 to August 31), passive relocation of nest burrows is not allowed; exclusion zones shall be established and comprise at least a 250-foot radius from nest burrows or as agreed to by CDFW. No Project activity shall occur within the exclusion area until the young have fledged.

## **IMPACT BIO-2**

Construction activities could affect other ground nesting birds.

### **MITIGATION MEASURE BIO-2a**

If construction activities occur during nesting bird season (February 1 to August 31) a preconstruction nesting bird survey will be conducted of the construction area (including access routes and staging areas) by a qualified biologist no more than 2-weeks prior to construction activities.

1. If nesting birds are found, buffers will be established in coordination with a qualified biologist and no work will occur within the buffer until the young have fledged.
2. The nesting bird survey may be conducted concurrently with the spring pre-construction survey noted in Mitigation Measure BIO-1a.

### **MITIGATION MEASURE BIO-2b**

The Project applicant will notify Contra Costa County Public Works Environmental Services Division staff at least 48 hours prior to start of construction. Before any work occurs in the Project area, all construction personnel will participate in an environmental awareness training regarding any environmentally sensitive areas present in the Project area given by a qualified biologist. If new construction personnel are added to the Project, they must receive the mandatory training before starting work. New personnel may receive the training by staff who attended the prior training session given by the qualified biologist.

### **MITIGATION MEASURE BIO-2c**

The staging area limits and the total area of activity will be limited to the minimum necessary to achieve the goals of the Project.

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

There are no riparian areas or other sensitive natural communities identified in local or regional plans, policies, or regulations. There is a drainage to the west that may be under the jurisdiction of the California Department of Fish and Wildlife. This feature is not expected be impacted by the Project. If impacts were to occur to this feature, a permit may be required

from the CDFW. Mitigation Measures BIO 2b, BIO 2c, and HYDRO 1a will reduce potential for unintentional impacts to this feature. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

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

One or more potentially jurisdictional features occur on the Project site. These are believed to be man-made depressions that may have developed one or more wetland characteristics due to ponded water. According to the wetland delineation prepared for the Project by Salix Consulting Inc., one or more potentially jurisdictional features occur in shallow man-made depressions and are likely caused by recent and repeated disturbance from County equipment training activities that could qualify as a seasonal wetland (PSW-1). In addition, one end of a linear feature occurs within the Project site. This feature is segmented by high spots and may qualify as one or more seasonal wetlands (PSW-2). In the past, this linear feature was likely connected to the north and south and functioned as an agricultural irrigation ditch as suggested by historical aeriels and the presence of abandoned irrigation valves. This former ditch is currently a topographic low point that collects runoff from adjacent grasslands.

If one or more of these features qualifies as a seasonal wetland, it could be regulated by the U.S Army Corps of Engineers (USACE) and/or the San Francisco Bay Regional Water Quality Control Board (SFRWQCB) under the Clean Water Act or Porter Cologne Water Quality Act; in which case, impacts to these features would require permits from the USACE and or the SFRWQCB. The Project would be required to comply with the conditions and any mitigation requirements in the final permits. The following mitigation measures will reduce impacts to **less than significant with mitigation incorporated**.

### **IMPACT BIO-3**

The Project could result in impacts to seasonal wetlands.

### **MITIGATION MEASURE BIO-3**

Prior to any ground disturbance, the Project proponent will consult with the appropriate agency (USACE and or the SFRWQCB) to determine if jurisdictional features are present on the Project site that would be impacted by the Project. If jurisdictional features will be impacted by the Project, the Project proponent will apply for permits from the appropriate agency and will adhere to any conditions contained in the permits. Anticipated conditions include measures to protect water quality during construction, measures to protect any jurisdictional features during construction that would otherwise not be impacted, and compensatory mitigation such as purchase of wetland credits at an approved mitigation bank or contribution to wetland or creek restoration project as approved by USACE and or the SFRWQCB.

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

The Project is located in an urban built up area. Further, for aviation safety, potential habitat on and around the airfield is managed in a manner that is non-conducive to hazardous wildlife such as birds. For example, ponding of water is discouraged and vegetation is mowed or trimmed to

minimize nesting potential etc. No wildlife corridors are present on site. As such, Project impacts will be **less than significant**.

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

There are no trees located on the Project site. Therefore, the Project will have **no impact**.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The Project is not located within an adopted Habitat Conservation Plan or other approved local, regional, or state habitat conservation plan. Therefore, the Project will have **no impact**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant	No Impact
		Incorporated	Impact	

## V. CULTURAL RESOURCES

Would the project:

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

### **Regulatory Background**

Historical structures within the County may be eligible for listing on the National Register of Historic Places (NRHP), as well as with the State of California Office of Historic Preservation (on the California Register).

To be eligible for listing on the National Register, a site must "possess integrity of location, design, setting, materials, workmanship, feeling, and association" (36 CFR 60.4), and must:

- (A) be associated with events that have made a significant contribution to the broad patterns of history (60.4[a]); or
- (B) be associated with the lives of persons significant in our past (60.4[b]); or
- (C) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (60.4[c]); or
- (D) have yielded, or may be likely to yield information important in prehistory or history (60.4[d]).

For archaeological resources, Criterion D is generally the most appropriate and recovering and recording relevant data is the most common method of mitigation.



The General Plan contains goals and policies to protect cultural resources. CEQA provisions also provide for the documentation and protection of significant prehistoric and historic resources. A cultural resources technical memo was prepared to provide Project specific analysis (NCE 2017a) to supplement the analysis in the Master Plan Update IS/MND (NCE 2017a). The analysis below is based on that report and the Master Plan Update IS/MND.

### ***Environmental Setting***

The Area of Potential Effect (APE) is approximately 3 acres of undeveloped land located at the northeast corner of Marsh Drive and Sally Ride Drive on Airport property. The APE is bounded on the south and east by Sally Ride Drive, the northern boundary is approximately 450 feet north of the Sally Ride/Marsh Drive intersection, and the western boundary is inset from Marsh Drive 73 feet.

### ***Records Search***

An archival search request was submitted to the Northwest Information Center (NWIC) using a quarter (0.25) mile search buffer around the Project area. A number of previous archaeological inventories have been conducted within or immediately adjacent to the proposed Project area. Based on an examination of survey coverage maps associated with these inventories, no previous inventory directly intersects with the Project area. However, two inventories are located immediately adjacent to the west of the Project area but will not be impacted. One cultural resource, not affiliated with any of the previous inventories is located within 0.25 miles of the Project area. It is a historic, single-family residence located at 110 Berry Drive. Given that this property is located nearly 0.25 miles from the Project area, indirect effects such as audio and/or visual impacts are not being considered.

A letter was sent to the Native American Heritage Commission (NAHC) requesting information pertaining to the presence of known Native American sensitive areas or tribal resources within or immediately adjacent to the Project area. The Sacred Lands database search did not reveal the presence of Native American tribal resources within or immediately adjacent to the Project area. The NAHC requested that additional Native American representatives be contacted. Contact information for six individuals was provided and letters were sent to each contact. No responses have been received at the time of this writing.

### ***Cultural Review***

A qualified archeologist visited the Project area on May 31, 2017. The objective of the field examination was to locate, describe, and evaluate cultural resources present within or adjacent to the APE. Fieldwork was performed in accordance with accepted federal and State of California standards. The Project area was walked using 15-meter transect spacing typically held as the industry standard. Two potentially historic cultural resources were identified within the APE. A remnant aircraft hardstand from the 1940s (a hardstand is a paved area for parking heavy vehicles) and an abandoned ditch (identified as PSW-2 in Section IV Biological Resources).

*a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

The remnant hardstand was determined not to be eligible for the NRHP or the California Register because it is not associated with an established historic district and is not a unique feature or example of elements that contributed to the board pattern of California History (Criteria 1), it is not

associated with the lives of persons important to our past (Criteria 2), it does not possess unique aspects of design or construction (Criteria 3), and it does not hold the potential to yield additional information other than what has been developed as a result of the report prepared for the Project (Criteria 4). The abandoned ditch was determined not to be eligible for the same reasons. During construction there is potential uncover previously unknown resources. Mitigation Measure Cult 1 will be incorporated in to the Project to ensure impacts to unknown resources are avoided. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

**IMPACT CULT-1:** Previously unidentified historical resources could be uncovered during construction.

#### **MITIGATION MEASURE CULT-1**

Project contract specifications stipulate that construction shall stop in the area if historical resources (i.e., structure/building remains, bottle glass, ceramics, etc.) are encountered until a qualified archaeologist evaluates the findings.

*b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No archeological resources are known to occur within the Project site based on the records search results and the field survey. As part of the cultural review conducted for the Project, the NAHC was contacted to determine if there are any recorded Native American burial grounds and/or sacred land sites in the Project vicinity. The NAHC reported that no recorded sites occur in the Project APE. No response letters were received from Native American representatives who were contacted to inquire if Native American burials existed on the Project site. However, during construction there is potential uncover previously unknown resources. Mitigation Measure Cult 2 will be incorporated in to the Project to ensure impacts to unknown resources are avoided. Therefore, Projects impacts will be **less than significant with mitigation incorporated**.

**IMPACT CULT-2:** Previously unidentified archaeological resources could be uncovered during construction.

#### **MITIGATION MEASURE CULT-2**

If deposits of prehistoric or historic archeological materials are encountered during Project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall be contacted to assess the deposit finds and make recommendations.

*c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?*

No evidence of unique paleontological resources (i.e., fossil remains) or geologic features have been discovered within the APE. However, during construction there is potential uncover previously unknown resources. Mitigation Measure Cult 3 will be incorporated in to the Project to ensure impacts to unknown resources are avoided. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

#### **IMPACT CULT-3**

Previously unidentified paleontological resources could be uncovered during construction.

### **MITIGATION MEASURE CULT-3**

If paleontological resources are encountered during site preparation, or grading activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made recommendations.

- d) *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

No formal cemeteries are present within or adjacent to the Project site. As part of the cultural review conducted for the Project, the NAHC was contacted to determine if there are any recorded Native American burial grounds and/or sacred land sites in the Project vicinity. The NAHC reported that no recorded sites occur in the Project APE. No response letters were received from Native American representatives who were contacted to inquire if Native American burials existed on the Project site. Nevertheless, the potential to uncover Native American human remains exists in locations throughout California. At the Airport, the probability of ground disturbing activities uncovering such remains is unlikely due to the disturbed nature of the site. Although not anticipated, human remains may be identified during the construction period, resulting in a significant impact to Native American cultural resources. Mitigation Measure Cult 4 will be incorporated in to the Project to ensure impacts to unknown resources are avoided. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

### **IMPACT CULT-4**

Previously unidentified human remains could be uncovered during construction.

### **MITIGATION MEASURE CULT-4**

If human remains are encountered, work within 25 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. 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.

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

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b>				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### ***Environmental Setting***

The geology of Contra Costa County is dominated by several northwest trending fault systems, which divide the County into large blocks of rock. The County is subject to seismic events originating on faults within the County and in other parts of the region.

#### *Seismic Hazards*

Five major faults are located near the site that are capable of producing earthquakes ranging from 6.7 to 7 in magnitude: the Concord-Green Valley Fault zone, the Mount Diablo Thrust Fault, the Calaveras fault Zone, the Hayward Fault Zone, and the San Andreas Fault Zone.

#### **Regulatory Setting**

The 2013 California Building Code constitutes a body of regulations known as the California Code of Regulations, Title 24, Part 2, which is a portion of the California Building Standards Code. The California Building Code incorporates the International Building Code requirements with necessary California amendments. Compliance with the 2013 California Building Code requires that (with very limited exceptions) structures for human occupancy be designed and constructed to resist the effects of earthquake motions

Contra Costa County Ordinance Code Chapter 74-2.002 adopts the 2013 California Building Code (CBC), with amendments, as the County's Building Code. As such, all new construction within the County is required to adhere to its seismic safety standards.

In order to provide safety of structures for human occupancy, the Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazards. The law requires the state Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction.

The analysis below is based on the Geotechnical Engineering Investigation prepared by Krazan and Associated, Inc. 2016 (Krazan 2016).

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

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

The Project site is not located in an Alquist Priolo fault rupture zone. The nearest zoned faults are a portion of the Concord-Green Valley fault located about 0.8 mile northeast of the subject site (Krazan 2016). Therefore, the Project will have **no impact**.

*ii) Strong seismic ground shaking?*

Faults occur in the area that could potentially cause seismic ground shaking. The duration and intensity of shaking will depend upon both the magnitude of the earthquake, distance from the epicenter, and ground conditions. Soil testing was conducted during preparation of the Krazan report to characterize soils on the Project site and to make recommendations based on soil conditions, proposed development, and potential for seismic activity. The report found that Site Class D (most severe conditions) of the 2013 California Building Code is most consistent with the



subject site soil conditions. Adherence to the California State Building Code will reduce potential impacts to **less than significant with mitigation incorporated**.

### **IMPACT GEO-1**

The Project site is located in a seismically active area. Failure to comply with California Building Codes could put structures or people at risk from building failures that could occur from seismic shaking and associated soil movement.

### **MITIGATION MEASURE GEO-1**

To ensure adherence to California Building Code, prior to issuance of a building permit the County Geologist shall review the Geotechnical Engineering Investigation prepared for the Project prior to incorporation of recommendations of the Geotechnical Engineering Investigation into the Project plans. This shall be accompanied with a \$750 review fee. All recommendations in the approved plan will be incorporated into the Project plans.

#### *iii) Seismic-related ground failure, including liquefaction?*

Soil testing was conducted during preparation of the Krazan report to characterize soils on the Project site and to make recommendations based on soil conditions including potential for liquefaction. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to **less than significant with mitigation incorporated**.

#### *iv) Landslides?*

The Project site is in a generally flat area. There are no nearby ridgelines or topography that would be vulnerable to landslides. Therefore, Project impacts will be **less than significant**.

#### *b) Would the project result in substantial soil erosion or the loss of topsoil?*

Grading and excavation will disturb soils and create the potential for soil erosion. The contract specifications will require adherence to standard dust control and erosion control practices during construction. In addition, a Storm water Pollution Prevention Plan (SWPPP) or Water Pollution Control Program (WPCP) will be prepared for the Project that will identify appropriate erosion control measures to be implemented, after approval by the CCCPWD (refer to Mitigation Measure HYDRO-1a). Upon Project completion, temporarily disturbed soils that are not stabilized (such as staging areas) will be re-seeded or stabilized in order to prevent erosion. Implementation of these measures will minimize soil erosion and loss of topsoil to the extent possible. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

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

Soil testing was conducted during preparation of the Krazan report to characterize soils on the Project site and to make recommendations based on soil conditions including soil preparation. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to **less than significant with mitigation incorporated**.

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

Soil testing was conducted during preparation of the Krazan report to characterize soils on the Project site and to make recommendations based on soil conditions including soil preparation. Implementation of Mitigation Measure GEO-1 will reduce potential impacts to **less than significant with mitigation incorporated**.

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

The Project will be serviced by the Central Contra Costa Sanitary District. Septic tanks and alternative wastewater disposal systems are not part of the Project. Therefore, the Project will have **no impact**.

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

### Regulatory Setting

In 2006, California passed the California Global Warming Solutions Act of 2006 (AB 32; California Health and Safety Code Division 25.5, Sections 38500, et seq.). It requires that statewide greenhouse gas (GHG) emissions be reduced to 1990 levels by 2020. In December 2008, the California Air Resources Board (CARB) adopted its Climate Change Scoping Plan (Scoping Plan), which contains the main strategies California will implement to achieve the required GHG reductions required by AB 32.

In 2008 and 2014, CARB approved the Climate Change Scoping Plan (Scoping Plan) and the first update to the Climate Change Scoping Plan: Building on the Framework, respectively (CARB 2008, CARB 2014). In 2016, the state legislature passed Senate Bill SB 32, which established a 2030 GHG emissions reduction target of 40 percent below 1990 levels. In response to SB 32 and the companion legislation of AB 197, CARB released a proposed scoping plan on January 21, 2017. The proposed 2017 Scoping Plan had not been adopted at the time of this analysis.

The Contra Costa County Board of Supervisors approved of its Climate Action Plan (CAP) on December 15, 2015. The CAP presents the County's GHG inventory and identifies how it can achieve the GHG reduction targets posed by the California Global Warming Solutions Act (Assembly Bill 32) and subsequent legislation and executive orders related to it. To assist with implementation of the CAP, Contra Costa County developed a Development Checklist in order to determine Project consistency with the CAP. The CAP also acknowledges BAAQMD's threshold of significance and guidance on assessing GHG and climate change impacts.

In its 2017 CEQA Guidance update, BAAQMD developed a GHG operational emissions significance threshold of 1,100 metric tons (MT) of CO<sub>2</sub>e/year for development projects. The CCCPWD relies upon the BAAQMD significance threshold for purposes of CEQA environmental review. Further, neither agency has adopted thresholds for evaluating GHG emissions from construction activities. Construction activities for the revised project are short-term, and direct comparison of construction GHG emissions with long-term thresholds would not be appropriate because these emissions cease upon completion of construction. Other districts (e.g., South Coast Air Quality Management District 2008; San Luis Obispo County Air Pollution Control District 2012) recommend that GHG emissions from construction activities (and other short-term sources) be evaluated as part of the total project

GHG emissions by amortizing total emissions during construction over a project's operational lifetime for comparison with long-term GHG emissions significance thresholds.

For this analysis, the amortization method was applied over the Project's projected operational lifetime (estimated as 30 years). Total construction GHG emissions were calculated using CalEEMod, amortized over 30 years, added to operational emissions, and compared to the BAAQMD operational threshold.

The regulatory information above and the following analysis was based on the air quality and greenhouse gas technical memorandum prepared for the Project (AECOM 2017a).

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

**Table 4. Annual GHG Emission Estimates**

<b>Emission Source</b>	<b>Annual GHG Emission Estimate (unless noted otherwise, MT CO<sub>2</sub>e/yr)</b>
Total Construction Emissions	484 MT CO <sub>2</sub> e
Amortized Construction Emissions	16
Operational Emissions	851
Total Annual Emissions (Operational & Amortized Construction)	867
BAAQMD Significance Threshold	1,100
Exceeds BAAQMD thresholds?	No

Source: CalEEMod modeling by AECOM (July 2017)

Explanations: MT = metric tons; CO<sub>2</sub>e/yr = carbon dioxide equivalent per year.

In the BAAQMD 2017 CEQA Guidelines update, BAAQMD established screening-criteria to provide lead agencies with a conservative indication of whether the Project would result in potentially significant impacts. Projects below the applicable screening criteria would not exceed the BAAQMD threshold of 1,100 MT CO<sub>2</sub>e/year GHG threshold of significance for projects. As such, the Project is below the operational GHG screening-size criteria of 65,000 square feet, in case of an Industrial Park land use type. In addition, as shown in Table 4, the amortized construction and operational emissions estimated using CalEEMod are below the BAAQMD 1,100 MT CO<sub>2</sub>e/year threshold. Thus, the Project would not generate greenhouse gas emissions that may have a significant impact on the environment. Therefore Project impacts will be **less than significant**.

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

None of the aforementioned statewide plans or policies constitutes a regulation to adopt or implement a regional or local plan for reduction or mitigation of GHG emissions. In addition, it is assumed that any requirements formulated under the mandate of AB 32 and SB 32 would be implemented consistent with statewide policies and laws. As mentioned previously, Contra

Costa County prepared a CAP, which was assembled to conform to the goals of the AB 32. The CAP does not include any specific GHG emission reduction measures for construction activities that would be applicable to the Project. The Contra Costa County's development checklist was completed to confirm the Project's consistency with the CAP. The Project would be consistent with and would not compromise the County's ability to attain the GHG reduction targets outlined in the CAP. Thus, the Project would not conflict with the Contra Costa CAP; AB 32 Scoping Plan and Scoping Plan update; or any other plans, policies, or regulations for the purpose of reducing GHG emissions. As discussed earlier, the Project would also not generate GHG emissions that would have a significant impact on the environment. As such, the Project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. Therefore, Project impacts will be **less than significant**.



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b>				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Regulatory Background**

Numerous agencies and federal and state laws regulate hazardous materials and waste such as the EPA, Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the Resource Conservation and Recovery Act (RCRA), the California Environmental Protection Agency (Cal/EPA), California Department of Toxic Substance Control (DTSC), and California Department of Health Services (CDHS). In addition, depending on the waste, the California Air Resources Board (CARB) or the State Water Resources Control Board (SWRCB) or another agency may be involved.

As required by the Master Plan IS/MND Mitigation Measure HAZ-1 and HAZ-2, a Phase I and Limited Phase II was prepared for the Project by Nichols Consulting Engineers, (NCE 2017b). The analysis below is primarily based on those reports and the Master Plan Update IS/MND.

*a) Would the project create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?*

Although the Project is located on Airport property, the intended use is for non-aeronautical commercial use such as office/warehouse/distribution space and to provide conveniently located, new, on airport space for pilots and airport businesses seeking affordable commercial space. This land use is not expected to transport or dispose of significant amounts of hazardous materials. Routine hazardous materials such as paint, herbicides, cleaning solutions, small amounts of fuels or lubricants for equipment etc. may be used onsite and all applicable handling, storage, and disposal requirements would be adhered to. As discussed below in Issue (d), the Airport is required to prepare and implement a Hazardous Materials Business Plan (HMBP) that is updated every three years and that includes any future development on the Airport. Therefore, Project impacts will be **less than significant**.

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

The Project has the potential to release hazardous materials as a result of mobilization of contaminated soils or accidental petroleum spills from construction equipment during Project construction.

The Phase I site assessment revealed the potential for Recognized Environmental Conditions (RECs) on the Site. The REC was an alleged Underground storage tank (UST) that was mentioned in previous reports. The alleged UST and any associated product lines, if confirmed, would have the potential to impact soil and groundwater.

The only record regarding this UST was mentioned during an interview with one previous airport staff member conducted for a previous document. In that interview, the staff member indicated that the UST had been removed sometime in the 1950s and provided an approximate location of where it was. Both staff from NCE and current Airport staff reviewed all available records that might provide information about the UST, its precise location, or its removal. No conclusive evidence was discovered. As such, information regarding soil conditions from a geotechnical investigation was reviewed and a geophysical survey that included electromagnetic induction (EM), ground penetrating radar (GPR) and utility location was conducted to look for the alleged UST or evidence of potential contamination.

The geotechnical investigation performed for the Project included eight borings to depths ranging from 10 feet to 50 feet below ground surface. Six of the eight borings were located within the proposed building footprint, two of which were located in the general area where the UST could have been located. No evidence of the UST or soil contamination (visual or olfactory evidence of hydrocarbons (fuels) were recorded in the boring logs.

NCE conducted EM and GPR investigations of the site. The survey did not provide evidence of any UST. The data suggests that the UST is likely to not present on the Project site. This assumption, in conjunction with the lack of evidence of impacts in the borings drilled for geotechnical purposes, suggests that the presence of significant impacts to soil or groundwater associated with the alleged UST is unlikely. No other RECs were identified.

The Project contract specifications will require the contractor to implement BMPs such as spill management and regular maintenance of vehicles to minimize potential impacts from accidental spills associated with construction equipment and operation. Therefore, Project impacts will be **less than significant**.

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

Marchus Elementary School is located less than 0.25 miles east of the Airport. However, it is approximately one mile east of the Project site. There are no other schools within a quarter mile of the Project site. Therefore, the Project will have **no impact**.

*d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Airport is identified as a hazardous land use in the Contra Costa County General Plan. Facilities such as the Airport that use, store, or handle hazardous materials in quantities greater than 500

pounds, 55 gallons, or 200 cubic feet are required to prepare a Hazardous Materials Business Plan (HMBP). An HMBP is required by the State of California and is implemented by the County Airports Division. The HMBP is intended to provide detailed hazardous material uses to emergency responders. HMBPs must remain current and at a minimum must be reviewed every three years. The Airport is also required to prepare a Spill Prevention Control and Countermeasure Compliance Plan that describes tank containment information, spill prevention measures, and personnel training procedures. The HMBP is updated as future development projects are approved to implement the Airport Master Plan.

Adherence to applicable regulatory requirements (e.g. requirements of HMBPs, including employee training and emergency response, hazards communication training, and injury and illness prevention plans) would mitigate potential impacts of the Project's Airport location. Although these plans and engineering controls would not completely eliminate the potential for a hazardous materials release, they would reduce the potential severity of a release to a less-than- significant level (Master Plan IS/MND 2008). Therefore, Project impacts will be **less than significant**.

*e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project result in a safety hazard for people residing or working in the project area?*

The Project site is located in an area slated for development of non-aviation uses and will not provide or affect access to secured areas of the Airport. The Project is consistent with the Master Plan Update for the Buchanan Air Field. All Master Plan-associated improvements at the Airport would be in accordance with Federal Aviation Administration (FAA) regulations which would minimize potential safety hazards. The Project plans will be reviewed by Airport staff for conformity to *Buchanan Field Airport And Byron Airport Minimum Standards, Development, Facility Use & Lease Policies* (Buchanan 2012). Examples of policies pertaining to aviation safety are summarized below:

- Tenants must provide enclosures or screening for trash receptacles and enclosures must be screened to prevent odors and attraction of pests
- Fruit-bearing plants that attract flocks of birds are prohibited
- All landscaping must be in compliance with Federal Aviation Administration Regulations Part 77 height restrictions

The Project will conform to all Airport standards for safety. Therefore, Project impacts will be **less than significant**.

*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?*

The Project is not located in the vicinity of a private airstrip. Therefore, the Project will have **no impact**.

*g) Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?*

The Project will not result in significant changes to existing roadways, change traffic patterns, or interfere with emergency access. The Contra Costa County Fire Protection District reviewed and commented on the proposed Project's development plan application and provided comments in a

letter dated December 22, 2016. All comments were incorporated into Project plans, examples include but are not limited to signage requirements, minimum water supply and flow requirements, hydrant requirements and sprinkler requirements. In addition, site improvement plans will be submitted to the Fire Protection District prior to construction for approval. Therefore, Project impacts will be **less than significant**.

*h) Would the project 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?*

The Project site is located in an urban developed area on the airport property and would not be subject to wildland fires. Therefore, the Project will have **no impact**.



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
		Incorporated		

## IX. HYDROLOGY AND WATER QUALITY

Would the project:

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

**Less Than**

<b>ISSUES:</b>	<b>Potentially Significant Impact</b>	<b>Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
g) Place housing within a 100-year floodplain hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***Environmental Setting***

The Airport is underlain by the Ygnacio Valley groundwater basin. Aquifers in the basin are hydraulically connected to the Sacramento River. Storm drains serving the Airport are maintained by the Contra Costa County Public Works Department. Currently, drainage from the Airport generally flows east to west. Drains on the west side of the Airport feed into open drainage swales that flow north into Grayson Creek. A small portion of Airport runoff drains to the Walnut Creek channel to the east. Runoff from the Airport eventually drains north into Pacheco Slough and then into Suisun Bay. (Master Plan IS/MND 2008). The Airport drainage system has experienced difficulties in maintaining free open surface channel flow during certain storm events due to the extreme high water level of receiving water bodies. This has resulted in localized flooding in the low-lying areas of the Airport and on nearby properties. (Master Plan IS/MND 2008)

### ***Flood Hazard Areas***

#### ***100-year Floodplains***

The Federal Emergency Management Agency (FEMA) produced a Flood Insurance Study (FIS) and printed Flood Insurance Rate Maps (FIRMs). These maps show watershed areas which are re-studied and re-mapped periodically and show areas with a one percent chance of flooding each year. According to FEMA Flood Maps 06013C0281F and 06013C0277F the Project site is located in Flood Zone X areas with 0.2 percent chance of flood; areas of 1 percent chance flood with average depths of less than 1 foot; or with drainage areas less than 1 square mile; and areas protected by levees from the 1 percent annual chance flood. (FEMA 2017)

#### ***a) Would the project violate any water quality standards or waste discharge requirements?***

Excavation, grading, and construction associated with the Project would lead to temporary disturbance of surface soils and removal of vegetative cover. During the construction period, excavation and grading activities could result in exposure of soil to runoff, potentially causing

erosion and mobilization of sediment in the runoff. Soil stockpiles and excavated parcels would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation in drainages within and near the Airport, including Grayson Creek, Walnut Creek, and Pacheco Slough. The accumulation of sediment could result in blockage of flows, potentially resulting in increased localized ponding or flooding. The potential for chemical releases is present at most construction sites. Once released, substances such as fuels, oils, paints, and solvents could be transported to nearby surface waterways and/or groundwater in stormwater runoff, wash water, and dust control water, reducing the quality of the receiving waters.

The Project is subject to the Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Provision C.3. Provision C.3 is separate from, and in addition to, NPDES requirements for erosion control, sediment control, and pollution prevention measures during construction. Provision C.3 requires applicable development projects to capture and treat operational stormwater runoff prior to discharge to receiving water bodies or storm drainages to the maximum extent practicable.

Consistent with the Mitigation Measure HYDRO-1a of the Master Plan Update IS/MND, the Project will prepare a SWPPP or a WPCP if the Project qualifies for an erosivity waiver for projects between 1 and 5 acres.

Consistent with Mitigation Measure HYDRO-1b of Master Plan Update IS/MND, the Project includes an appropriately sized C.3 stormwater feature in compliance with the Contra Costa Clean Water Program, and the Airport's Stormwater Control Plan (SWCP) that will be approved prior to issuance of a building permit.

Therefore, Project impacts will be **less than significant with mitigation incorporated.**

### **IMPACT HYDRO-1a**

During the construction period, excavation and grading activities could result in exposure of soil to runoff, potentially causing erosion and mobilization of sediment in the runoff.

### **MITIGATION MEASURE HYDRO-1a**

Prior to ground disturbance, a SWPPP will be prepared for the Project or a WPCP if the Project qualifies for an erosivity waiver for projects between 1 and 5 acres. The construction SWPPP or WPCP would establish procedures and controls designed to mitigate potential impacts to surface water quality during the construction phase and shall be approved by the Contra Costa County Public Works Environmental Services Division. The SWPPP or WPCP shall, at a minimum, include the following major components:

1. A comprehensive erosion and sediment control plan, depicting areas to remain undisturbed, and providing specifications for revegetation of disturbed areas not stabilized by Project components (e.g. temporary staging areas).
2. A list of potential pollutants from building materials, chemicals, and maintenance practices used during the construction period, and the specific control measures to be implemented to minimize release and transport of these constituents in runoff.
3. Specifications and designs for the appropriate best management practices (BMPs) for controlling drainage and treating runoff in the construction phase.

4. A program for monitoring all control measures that includes schedules for inspection and maintenance, and identifies the party responsible for monitoring.
5. A site map that locates all water quality control measures and restricted areas to be left undisturbed.

### **IMPACT HYDRO-1b**

Replacement of paved surfaces and new land uses could result in pollutants entering nearby drainages and storm drain systems.

### **MITIGATION MEASURE HYDRO-1b**

Prior to issuance of any building permits, the Contra Costa County Public Works Department shall review and approve the proposed C.3 storm water controls. Specifically, individual projects shall incorporate landscaping features into the drainage design and shall direct roof flows toward swales or landscaped areas before discharge to the storm drain system.

- b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

The Project will not require any withdrawals from an aquifer or groundwater table however; new and impervious surfaces could reduce infiltration of precipitation and interfere with groundwater recharge at the Airport. Although the Airport is not located in a designated recharge area, maintenance of basin-wide infiltration capacity is important for aquifer recharge and watershed health. The loss of area available for infiltration and groundwater recharge could be substantially mitigated by incorporation of site design practices to promote infiltration and reduce the area of impervious cover. Implementation of Mitigation Measure HYDRO-1b would reduce this impact to a less-than-significant level. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

- c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?*

Although the Project could change the volume and quality of storm water runoff at the Airport, it would not substantially change the existing drainage pattern. Currently storm water percolates into the ground with any excess sheet-flow draining into an un-named ditch along Marsh Drive and ultimately into Grayson Creek. As discussed above in (a), and in accordance with Mitigation Measure HYDRO-1b, a bio-retention facility will be constructed according to the Contra Costa County C.3 requirements. Further, as discussed below in (d) to address potential drainage issues the Project will incorporate Mitigation Measure HYDRO-2. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

- d) Would the project 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 that would result in flooding on- or off-site?*



Implementation of the Project would increase the amount of impervious surfaces at the Airport and therefore could affect surface runoff volumes and recharge rates. Increased runoff volumes could exacerbate downstream flooding problems and/or cause hydromodification. Mitigation Measure HYDRO-2 of the Master Plan IS/MND required the Airport to perform a review of the 1993 Drainage and Flood Control Study (1993 Study), update the report to establish the baseline drainage condition and identify projects that have already been developed and/or approved since approval of the 1990 Master Plan, and be approved by the Contra Costa County Public Works Department. The mitigation measure states that the Airport shall require all future applicants to utilize this new study as the basis for their project specific drainage plans. According to Airport staff (Pers. Com. Beth Lee 2018), to date, two developments have been constructed since approval of the 1990 Master Plan. This is considerably less than the 1993 Study assumed. The County's senior hydrologist reviewed the 1993 study to compare the baseline used for the 1993 Study to current conditions. The Project is located in an area identified as area C of the 1993 Study. According to the 1993 Study, an infiltration rate of 0.13 inches per hour was used for the existing condition and an infiltration rate of 0.04 inches per hour was used for the proposed condition. For comparison, the Contra Costa County Flood Control and Water Conservation District uses 0.17 to 0.18 inches per hour for open space and 0.02 inches per hour for paved areas. The infiltration rate 0.04 for the proposed condition on Area C indicates that the 1993 Study assumed buildout conditions for the Project site (mostly buildings and pavement). Based on review of the proposed conditions assumed in the 1993 Study, verification of new development since the 1993 Study, and a review of aerial images, and a drive by of the Project site, the County Senior Hydrologist determined that the baseline condition in the 1993 study is adequate to support and inform drainage plans for the Project (CCCFC 2017). Mitigation Measure HYDRO-2 will be implemented to ensure compliance with the Master Plan Update IS/MND, the 1993 Drainage and Flood Control Study, and reduce potential drainage impacts from the Project. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

## **IMPACT HYDRO -2**

New impervious surfaces could affect surface runoff volumes that could result in a significant alteration of the existing drainage pattern that could cause flooding.

## **MITIGATION MEASURE HYDRO-2**

Prior to issuance of a building permit or grading permit, the Contra Costa County Public Works Department shall review and confirm that the Project specific drainage plan meets the requirements of the 1993 Flood Control Study or current study.

*e) Would the project create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Existing regulatory programs that would ensure that the Project does not exceed the capacity of downstream stormwater conveyance systems are described in Section VIII (d). The potential for the Project to add substantial sources of pollutants to runoff is described in Section VIII (a). Implementation of Mitigation Measures HYDRO-1a and HYDRO-1b and HYDRO-2 would reduce on- and off-site impacts to water quality and storm water conveyance capacity to a less-than-significant level.



In addition, any grading activities associated with Master Plan implementation would occur in relatively flat areas. Construction-period stormwater controls required in Mitigation Measure HYDRO-1a would minimize the erosion and runoff potential for the Airport during construction activities. (Master Plan IS/MND 2008) Therefore, Project impacts will be **less than significant with mitigation incorporated**.

*f) Would the project otherwise substantially degrade water quality?*

No potential impacts to water quality other than those discussed above are anticipated. Therefore, Project impacts will be **less than significant**.

*g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

The Project does not include the construction of housing. The Project is a proposal for a commercial, office, warehouse, and distribution space. Therefore, the Project will have **no impact**.

*h) Would the project place within a 100-year flood hazard area structures that would impede or redirect flood flows?*

Portions of the Project site are located in a 0.2 percent Flood Zone. In addition, the existing mobile homes located downstream of the Airport (the Rancho Diablo Mobile Homes) are protected from flooding by an existing floodwall, which was constructed in the 1970's. Increases in runoff volume and runoff conveyance rate or re-direction of flows could occur with implementation of the Project (new hardened surfaces and structures). This could expose the mobile home community to an increased risk of flooding. The Project will be subject to the provisions of the Floodplain Management Ordinance which regulates development within the flood zones. In addition, the Project will install a C.3 feature that will capture runoff from the Project site. Compliance with the provisions of the Floodplain Management Ordinance and implementation of Mitigation Measures HYDRO-1b and HYDRO-2 would reduce the impacts of development within the floodplain to a less-than-significant level. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

*i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of a failure of a levee or dam?*

Implementation of Mitigation Measure HYDRO-2, which requires the Project drainage to be designed according to the 1993 Flood Control Study, would ensure that potential increases to downstream flood risks are reduced to a less-than-significant level.

The eastern portion of the Airport is located within the mapped dam failure inundation area for the Lafayette Reservoir. However, the Project is located in the western portion of the Airport. Further, given the distance of the Airport from Lafayette Reservoir (approximately 10 miles), it is unlikely that dam failure would pose a significant risk to life or property at the Airport. (Master Plan Update IS/MND 2008) Therefore, Project impacts will be **less than significant with mitigation incorporated**.

*j) Would the project be subject to inundation by seiche, tsunami or mudflow?*

The Project site is located in an inland area and is therefore not subject to seiches or tsunamis. The Project site is located in a flat area. The closest ridgelines are approximately 2.5 miles to the west and approximately 4 miles to the west. Urban development is located between the Project site and the ridgelines. As such, the risk of a mudslide reaching the Project site is low. Therefore, Project impacts will be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

## X. LAND USE AND PLANNING

Would the project:

- |                                                                                                                                                                                                                                                                                                             |                          |                          |                                     |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?                                                                                                                                                                                                                                                              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?                                                                                                                                                                                                           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### **Regulatory Background**

In accordance with the Federal Code of Regulations FAR Part 77, Section 86-4.014 of the Contra Costa County Zoning Code limits building heights to 20 feet within 1,000 feet of the end of Airport runways in Approach Zones 1, 2, 3, and 4. The maximum allowable height is increased in step-ups of five feet each for every two hundred foot segment added to the one thousand foot distance from the end of the runway, to a maximum height of one hundred fifty feet. Development within Approach Zones 5 and 6 is limited to a height of 20 feet at a distance of 600 feet from the end of the runway. The maximum allowable height is increased in step-ups of five feet each for every hundred foot segment added to the six hundred foot distance from the end of the runway, to a maximum height of one hundred fifty feet. All turning zones have a maximum height limit of 150 feet. The Airport Land Use Commission will review for consistency with the approved ALUC Compatibility Plan. Other environmental planning regulations are discussed under dedicated sections of this document e.g. biology, air quality, water quality etc.

#### *a) Would the project physically divide an established community?*

The Project is located on a vacant parcel that has been identified for the uses proposed by the Project. Residences are located to the west but will not be divided by the Project. Therefore, the Project would have **no impact**.

#### *b) Would the project 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?*

The Project is consistent with the Master Plan Update for the Airport, zoning ordinances, and the Contra Costa County General Plan. The Buchanan Filed Airport Master Plan Update identified the Project site for non-aviation commercial development but that could be used for aviation support services. Subsequent General Plan Amendments were approved to allow a 52,300 square foot building on the Project site. Consistent with the Master Plan Update, the Project will construct a 52,000 square foot commercial building that will provide leased space for business. The applicant (Montecito Commercial Group, LLC) will enter into a lease agreement with the Airport for use of the Project site. The Airport will review the Project for consistency with the Master Plan Update and the 2012 *Buchanan Field Airport And Byron Airport Minimum Standards, Development, Facility Use & Lease Policies*. The Project plans will undergo the standard building permitting process for consistency with County requirements. Therefore, Project impacts will be **less than significant**.

*c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?*

The Project does not fall within the inventory area of the Contra Costa County Habitat Conservation/Natural Community Conservation Plan. Therefore, the Project would have **no impact**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

## XI. MINERAL RESOURCES

Would the project:

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

### ***Environmental Setting***

The most important mineral resources that are currently mined in the County include diabase near Mt. Zion on the north side of Mt. Diablo, domestone sandstone, located just south of Camino Diablo and east of Vasco Road in the Byron area, and shale in the Port Costa area, which has been designated for protection by the General Plan (Contra Costa County 2005b).

- a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

There are no mapped mineral resource areas near the Project. Therefore, the Project will have **no impact**.

- b) *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

There are no mapped mineral resource areas near the Project. Therefore, the Project will have **no impact**.



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

## XII. NOISE

Would the project result in:

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

### **Environmental Setting**

The existing noise environment in the Project vicinity is influenced by ambient noise sources, including aircraft noise and vehicles on local roads, and mechanical equipment on buildings in the vicinity. The closest noise-sensitive receptors are located to the west along Marsh Drive, approximately 100 to 400 feet from the Project site and construction activities. The vibration-sensitive uses closest to the Project site are the building at 490 Sally Ride Drive located approximately 80 feet to the east. (AECOM 2017b)

### **Regulatory Setting**

Federal Aviation Regulation, Part 150, "Aviation Noise Compatibility Planning," sets forth noise compatibility guidelines for land use. These guidelines determine the acceptable or compatible level of maximum noise exposure for people in areas affected by Airport and aviation related noise sources. According to these guidelines, exposure to noise levels below 65 dBA CNEL would be considered acceptable or compatible for all types of land use. According to the Contra Costa County General Plan Noise Element, the normally acceptable noise levels for residential land use is 65 dBA CNEL, commercial uses can range up to 70 dBA CNEL and industrial facilities can range up to 75 dBA CNEL.

The County does not have a noise ordinance and therefore does not specify construction noise level limits. However, the General Plan specifies that construction activities shall be concentrated during the hours of the day that are not noise-sensitive for adjacent land uses and should be commissioned to occur during normal work hours.

- a) *Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or of applicable standards of other agencies?*

#### **Long-term Operational Impacts**

The operational noise impacts of the Project would be considered potentially significant if projected noise levels at nearby noise-sensitive receptors would exceed applicable County noise standards. Long-term permanent increases in noise levels would be associated primarily with on-site stationary noise sources (i.e., intermittent use of landscape maintenance equipment, hand tools, or other miscellaneous equipment), and off-site traffic noise. Noise levels generated by on-site operational activities would be intermittent, limited to the daytime hours, and largely masked by ambient noise conditions at nearby noise-sensitive receptors. According to the Traffic Memo prepared for the Project (Abrams 2017), The Project is forecast to generate about 357 daily trips, 43 trips during the AM peak hour and about 44 trips during the PM peak hour. Increasing traffic volumes along a roadway segment by 100 percent (doubled) would result in 3 dB increase in traffic noise level along the segment. Project trips would be through Marsh Drive, which is adjacent to the Project site. Existing traffic volume along Marsh drive near the Project site would include trips from the residential uses to the west, Buchanan Field Airport, and passby traffic. The peak hour trips under existing conditions would be more than the Project-related daily trips doubled, as there are more than 500 residential units to the west alone. The Project trips would not double the existing trips along Marsh Drive. Therefore, long-term noise levels from Project-generated traffic sources would not result in a substantial permanent increase in ambient noise levels (3 dB or greater). As a result, any impacts from noise generated by on-site operational activities would be less than significant.

#### **Short-term Construction Impacts**

The Project would generate temporary and short-term construction noise from equipment operating on the Project site. These activities would include using typical construction equipment (e.g., graders, backhoes, compressors, cement mixers etc.) to prepare and grade the site, install infrastructure, and to transport construction equipment, materials, and workers to and from the site.

Equipment operation during Project construction would likely exceed the County's threshold of 60 dBA for low-density single family, duplex, and mobile homes, 70 dBA for office buildings, business and commercial uses, and 75 dBA for industrial facilities. However, this short-term impact

is considered to be less than significant if each of the noise reducing measures, described below in NOI-1 is implemented. Furthermore, Project construction would not extend into the nighttime hours (10 p.m. to 7 a.m.), and thus, would not exceed any applicable nighttime threshold.

With respect to material haul trucks, there would be no import or export of cut and fill materials during the Project construction, and only typical material required to construct the office and warehouse building would be transported to the Project site. Therefore, it is assumed that peak truck-trip generation by Project construction would be minimal. Increasing traffic volumes along a roadway segment by 100 percent (doubled) would result in 3 dB increase in traffic noise level along the segment. Construction-related data provided for the Project, indicates that Project construction would require an average worker population of approximately 8, with a peak of approximately 15 workers. Construction worker commute trips would occur only once during the morning commute and once during the afternoon commute. Therefore, the peak worker trips would result in a traffic volume increase of approximately 15 trips per hour. This level of construction trips would not increase the existing traffic noise in the area roadway network.

With implementation of Mitigation Measure NOI-1, Project impacts will be **less than significant with mitigation incorporated**.

#### **IMPACT NOI-1**

Project construction could cause a short-term increase in noise.

#### **MITIGATION MEASURE NOI-1**

To reduce potential for short-term construction noise the following measures will be implemented during construction:

1. General construction noise shall be limited to weekdays from 8:00 a.m. to 5:00 p.m.; however, construction activities may occur between the hours of 8:00 a.m. and 5:00 p.m. on weekends and federal and State holidays once a particular structure is fully enclosed, subject to prior authorization by the County.
2. Transporting of heavy equipment and trucks shall be limited to weekdays between the hours of 9:00 a.m. and 4:00 p.m.
3. All heavy construction equipment used at the Airport shall be maintained in good operating condition, with all internal combustion, engine-driven equipment equipped with intake and exhaust mufflers that are in good condition.
4. All stationary noise generating equipment shall be located as far away as possible from neighboring property lines, especially residential uses.
5. No construction shall take place on the following observed holidays:
  - New Year's Day
  - Birthday of Martin Luther King Jr.
  - Washington's Birthday
  - Lincoln's Birthday
  - Presidents Day
  - Cesar Chavez Day
  - Memorial Day
  - Independence Day

- Labor Day
- Columbus Day
- Veterans Day
- Thanksgiving Day
- Day after Thanksgiving
- Christmas Day

*b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

The Project would generate construction vibration from equipment and from the transport of construction equipment, materials, and workers. Project operation would not result in excessive groundborne vibration or groundborne noise levels.

Construction-related groundborne vibration would result from the use of heavy earthmoving equipment, excavation, compaction, grading, and paving. These activities would produce a vibration level of approximately 87 VdB (0.089 inch per second [in/sec] peak particle velocity [PPV]) at a distance of 25 feet (which is the reference vibration level for operation of a large bulldozer or caisson drilling. The distance between these activities and the closest acoustically sensitive uses would be approximately 80 to 120 feet. Assuming a standard reduction of 9 VdB per doubling of distance, the vibration level at the nearest receivers (80 feet) would be approximately 72 VdB. This level of vibration is below any established threshold of significance and would not likely be perceptible.

The Federal Transit Administration's (FTA's) Transit Noise and Vibration Impact Assessment technical manual provides criteria for groundborne vibration impacts with respect to building damage during construction activities. According to FTA guidelines, a vibration-damage criterion of 0.20 in/sec PPV should be considered for non-engineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced concrete, steel, or timber have a vibration-damage criterion of 0.50 in/sec PPV, pursuant to the FTA guidelines. For this Project, the temporary and short-term Project construction vibration level at the nearest receivers would be approximately 0.011 to 0.016 in/sec PPV. This level of vibration is below the established threshold of significance of 0.50 in/sec PPV, pursuant to the FTA guidelines, and would not likely be perceptible.

Project construction would result in additional vehicle trips on the local roadway network when workers commute and equipment and materials are transported. Heavy truck traffic can generate groundborne vibration, which varies considerably depending on vehicle type, weight, and pavement conditions. However, groundborne vibration levels generated from vehicular traffic typically are not perceptible outside the road right-of-way, for rubber-tired vehicles. For the reasons stated above, Project impacts will be **less than significant**.

*c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

As discussed in the response to Issue (a) above, long-term permanent increases in noise levels would be associated primarily with on-site stationary noise sources (i.e., intermittent use of landscape maintenance equipment, hand tools, or other miscellaneous equipment), and off-site traffic noise. Noise levels generated by on-site operational activities would be intermittent, limited



to the daytime hours, and largely masked by ambient noise conditions at nearby noise-sensitive receptors. In addition, the Project is forecast to generate about 357 daily trips, 43 trips during the AM peak hour and about 44 trips during the PM peak hour. This level of trips would not result in a significant increase or doubling of vehicle traffic along area roadways. Project trips would be through Marsh Drive, which is adjacent to the Project site. Existing traffic volume along Marsh Drive near the Project site would include trips from the residential complex to the west, Buchanan Field Airport, and passby traffic. The peak hour trips under existing the condition would be more than the Project-related daily trips doubled, as there are more than 500 residential units to the west alone. The Project trips would not double the existing trips along Marsh Drive. Therefore, long-term noise levels from Project-generated traffic sources would not result in a substantial permanent increase in ambient noise levels (3 dB or greater). As a result, noise generated by on-site operation activities and off-site operational trips would be less than significant. For the reasons stated above, Project impacts will be **less than significant**.

*d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

The Project would generate construction noise from equipment operating on the Project site, and from the transport of construction equipment, materials, and workers to and from the site. Existing noise-sensitive uses are located at varying distances from the Project site.

Ambient noise levels in the Project vicinity ranged between 57 and 67 dBA  $L_{eq}$  during the daytime hours (7 a.m. to 10 p.m.). The combinations of equipment used for the various construction phases for the Project would likely generate noise levels in excess of the County's threshold of 60 dBA for low-density single family, duplex, and mobile homes, 70 dBA for office buildings, business and commercial uses, and 75 dBA for industrial facilities. However, as discussed above, implementation of Mitigation Measure NOISE-1 would reduce the Project's temporary construction-period noise impact. Furthermore, Project construction would not extend into the nighttime hours (10 p.m. to 7 a.m.), and thus, would not exceed any applicable nighttime threshold.

With respect to material haul trucks, there would no import or export of cut and fill materials during the Project construction, and only typical material required to construct the office and warehouse building would be transported to the Project site. Therefore, it is assumed that peak truck-trip generation by Project construction would be minimal. Project construction would require an average worker population of approximately 8, with a peak of approximately 15 workers. Construction worker commute trips would occur only once during the morning commute and once during the afternoon commute. Therefore, the peak worker trips would result in a peak of approximately 15 trips per hour. However, this level of construction trips would not increase the existing traffic noise in the area roadway network.

For the reasons stated above, Project impacts will be **less than significant with mitigation incorporated**.

*e) For a project located within an airport land use plan area or, where such a plan has not been adopted, within two miles of a public airport or a public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The Project would be located adjacent to the western boundary of the Buchanan Field Airport.



However, according to Buchanan Airport Noise Contours (Figure 11- 5 V of the County's Noise Element), the Project site is located outside of the 65 dBA CNEL noise contour. Ambient noise levels at the airport boundary approximately 200 feet to the east of the Project site, were measured to be 63 dBA CNEL. Because all Project activities would be located outside the Airport Comprehensive Land Use Plan areas, and because the Project would not include any aircraft uses for construction or operations, the Project would not affect any airport operations. Because the Project would not expose people on- or off-site to excessive airport noise levels, no impact would occur. Therefore, the Project will have **no impact**.

- f) *For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

The Project is not located in the vicinity of a private airstrip. Therefore, the Project will have **no impact**.

ISSUES:	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact
		With Mitigation Incorporated		

### XIII. POPULATION AND HOUSING

Would the project:

- |                                                                                                                                                                                                           |                          |                          |                                     |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) induce 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?                                                                                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?                                                                                               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

#### **Regulatory Setting**

Section 15126.2(d) of the CEQA Guidelines requires a lead agency discuss ways in which the proposed project could foster economic or population growth, either directly by construction of businesses or housing, or indirectly by removing obstacles to population growth; for example, extending infrastructure into previously un-served areas. Increases in population may stress existing community service facilities, requiring construction of new facilities that could cause significant environmental effects.

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

The Project does not include new homes. The Project includes a Business Park which is expected to provide jobs however, not to the extent that it could directly induce population growth. No other infrastructure is proposed that could indirectly induce population growth. Therefore, Project impacts will be **less than significant**.

- b) *Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

The Project will not displace any existing housing; as such, no replacement housing is necessary. Therefore, the Project will have **no impact**.

- c) *Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

The Project will not displace any people; as such, no replacement housing construction is necessary. Therefore, the Project will have **no impact**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

#### XIV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### **Environmental Setting**

Sewer service will be provided by Central Contra Costa Sanitary District. Water service will be provided by Contra Costa Water. Contra Costa Fire Protection District will serve the property and Contra Costa Sheriff will provide emergency services. In addition, Buchanan Field also maintains an Airport Rescue and Firefighting company onsite.

The following analysis was taken from the Master Plan IS/MND.

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

Because the Project would not result in an increase in operational capacity or population, no increase in demand for police, fire protection, rescue, and emergency medical services would be expected. Nor would school or park space be adversely affected. The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. In addition, individual development projects at the Airport would be required to comply with the construction and fire suppression guidelines developed by the Contra Costa County Building Inspection Department, Contra Costa County Fire Protection District, East Contra Costa County Fire Protection District, and the Contra Costa County Airports Division. Therefore, Project impacts will be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Discussion**

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

The Project does not include new development that could increase use of existing parks or recreational facilities that could result in deterioration of facilities. Therefore the Project will have **no impact**.

b) *Does the project include recreational facilities, or require the construction or expansion of existing facilities, which might have an adverse physical effect on the environment?*

The Project is limited to commercial development and does not include recreational facilities or require the construction or expansion of existing facilities. Therefore the Project will have **no impact**.



ISSUES:	Potentially Significant Impact	Less Than Significant With 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 relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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?                                                                                                                                                                | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| 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?                                                                                                                                                                                                                                                             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?                                                                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in inadequate emergency access?                                                                                                                                                                                                                                                                                                                                                                                   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?                                                                                                                                                                                                                                      | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## Regulatory Setting

The Contra Costa Transportation Authority (CCTA) is a public agency formed to manage the County's transportation sales tax program and to do countywide transportation planning.

- a) *Would the project 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?*

According to the Traffic memorandum prepared for the Project (Abrams 2017), the Project will result in approximately 43 a.m. Peak Hour Trips, 44 p.m. Peak Hour trips and approximately 357 Average Daily Trips. Therefore, the peak hour trip generation of the Project would be well under the 100 peak hour trip threshold established by the Contra Costa Transportation Authority (CCTA). This is the threshold where a full traffic study meeting the CCTA technical procedures would normally be required. The increase in trips associated with the Project would not represent a substantial increase in traffic on the roadways surrounding the Project site. Therefore, Project impacts will be **less than significant**.

- 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?*

As discussed above, the additional trips resulting from the Project do not trigger a traffic analysis and would not represent a substantial increase in traffic on the roadways surrounding the Project site that could conflict with a congestion management program. Therefore, Project impacts will be **less than significant**.

- c) *Would the project 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?*

Although the Project is located on Airport property, it is limited to commercial development. It does not propose changes that could affect air traffic patterns. Therefore, the Project will have **no impact**.

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

The Project does not propose significant changes to the configuration of the nearby roadways. The Project is consistent with land uses envisioned in the Airport's Maser Plan Update. Therefore, Project impacts will be **less than significant**.

- e) *Would the project result in inadequate emergency access?*

The Project does not propose significant changes to the configuration of the nearby roadways and will not affect emergency access at the Airport. The site plan allows access for emergency vehicles to access the new commercial building. The access driveways and interior vehicular circulation dimensions all meet or exceed required widths and turning radii. Therefore, Project impacts will be **less than significant**.

- f) Would the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?*

The Project does not include nor will it change any public transit or pedestrian facilities. The County Connection has two bus stops located along Marsh Drive near the Project that could provide public access for workers at the Project Business Park. Therefore, Project impacts will be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

## XVII. TRIBAL CULTURAL RESOURCES

Would the project:

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

- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k),

☐
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☐
☐

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

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### **Regulatory Setting**

AB 52, Gatto. Native Americans: California Environmental Quality Act. The Native American Historic Resource Protection Act, establishes a misdemeanor for unlawfully and maliciously excavating upon, removing, destroying, injuring, or defacing a Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historic Resources.

The bill specifies that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. The bill requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. To date, the CCCPWD has received a general request letter from the Wilton Rancheria tribe.

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

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

A letter describing the Project was sent to the Wilton Rancheria Tribe offering consultation under AB52 regarding Tribal Cultural Resources. No response was received within the 30-day response period. As discussed in Issue V, Mitigation Measures CULT-2, CULT-3 and CULT-4 will be implemented to protect unknown resources should they be uncovered during construction. Therefore, Project impacts will be **less than significant with mitigation incorporated.**

- ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

A letter was sent to the Wilton Rancheria Tribe offering consultation under AB52 regarding Tribal Cultural Resources. No response was received. Therefore, the Project will have **no impact.**



ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. UTILITIES AND SERVICE SYSTEMS</b>				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### ***Environmental Setting***

*Initial Study/Mitigated Negative Declaration  
Contra Costa County Public Works Department  
County CEQA No: 17-37*

*Buchanan Field Airport Business Park  
February 2018*

Sewer service will be provided by Central Contra Costa Sanitary District. Water service will be provided by Contra Costa Water District.

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Sewer service will be provided by Central Contra Costa Sanitary District. The Master Plan Update IS/MND determined that development proposed by the Master Plan Update would not generate significant amounts of wastewater and any small future increases in wastewater generation could be accommodated by the existing capacity of the waste water treatment plant. Therefore, Project impacts will be **less than significant**.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The Master Plan Update IS/MND determined that development associated with implementation of the Master Plan or the General Plan Amendment would not significantly increase water demand at the Airport. No new major water treatment facilities would be required as a result of this Project. Therefore, Project impacts will be **less than significant**.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*

The impacts associated with storm water facilities are analyzed in this document and were found to be less than significant with implementation of Mitigation Measures HYDRO-1b and HYDRO 2. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

The Project will be served by Contra Costa Water District. The Contra Costa Water District did not anticipate any constraints to the provision of water for new development in the built out portion of Contra Costa including the Airport (Master Plan Update IS/MND 2008). Therefore, Project impacts will be **less than significant**.

- e) Result in a determination by the wastewater treatment provider that 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?*

As indicated above in Issue (a) and Issue (b), no new facilities are needed. Therefore, Project impacts will be **less than significant**.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

Franchised solid waste collection, disposal, and recycling services for the Airport are provided by Republic Services. Airport waste is hauled to any one of the three landfills located within the County or to landfills located outside of the County. Solid waste generated by Master Plan development would include construction and demolition waste due to the renovation of existing or construction of new buildings as well as the removal of existing pavements. Operational waste would also be

generated by new development. However, neither the Master Plan implementation nor the General Plan Amendment would generate a significant amount of solid waste, such that the permitted capacity of any receiving landfills would be significantly adversely affected. (Master Plan Update IS/MND 2008) Therefore, the Project impacts will be **less than significant**.

*g) Comply with federal, state and local statutes and regulations related to solid waste?*

The Project would comply with all federal, State, and local solid waste statutes and/or regulations related to solid waste. Therefore, Project impacts will be **less than significant**.

ISSUES:	Potentially Significant Impact	Less Than Significant	Less Than Significant Impact	No Impact
		With Mitigation Incorporated		

## XIX. MANDATORY FINDINGS OF SIGNIFICANCE

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                          |                                     |                          |                          |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?                                                                                                          | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?                                                                                                                                                                                                                                                                                                             | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

### Discussion

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

The Mitigation Measures proposed in Section IV Biological Resources, Section V Cultural Resources, Section XI Hydrology and Water Quality, and Section XIII Tribal Cultural Resources will reduce the Project's biological, cultural, and water quality impacts to less than significant levels. As such the Project will not degrade the quality of the environment, substantially reduce the habitat or affect populations of any fish or wildlife species, or eliminate important examples of the major periods of California history or prehistory. With proposed Mitigation Measures, Project impacts will be **less than significant with mitigation incorporated**.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable*

*when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects?*

The Project was envisioned in the Airport's Master Plan and is consistent with that plan. All Project specific impacts would be reduced to a less than significant level through implementation of the mitigation measures identified in Section IV Biological Resources, Section V Cultural Resources, Section XI Hydrology and Water Quality, and Section XIII Tribal Cultural Resources of this IS/MND. Therefore, cumulatively considerable impacts will be **less than significant with mitigation incorporated.**

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

Environmental effects that could directly or indirectly cause substantial adverse effects on human beings are discussed in Sections III (Air Quality), VI (Geology and Soils), VIII (Hazards and Hazardous Materials), IX (Hydrology and Water Quality), and XII (Noise). As discussed in those Sections, all Project impacts were found to be either no impact, less than significant impact, or less than significant with Mitigation incorporated. Therefore, Project impacts will be **less than significant with mitigation incorporated.**



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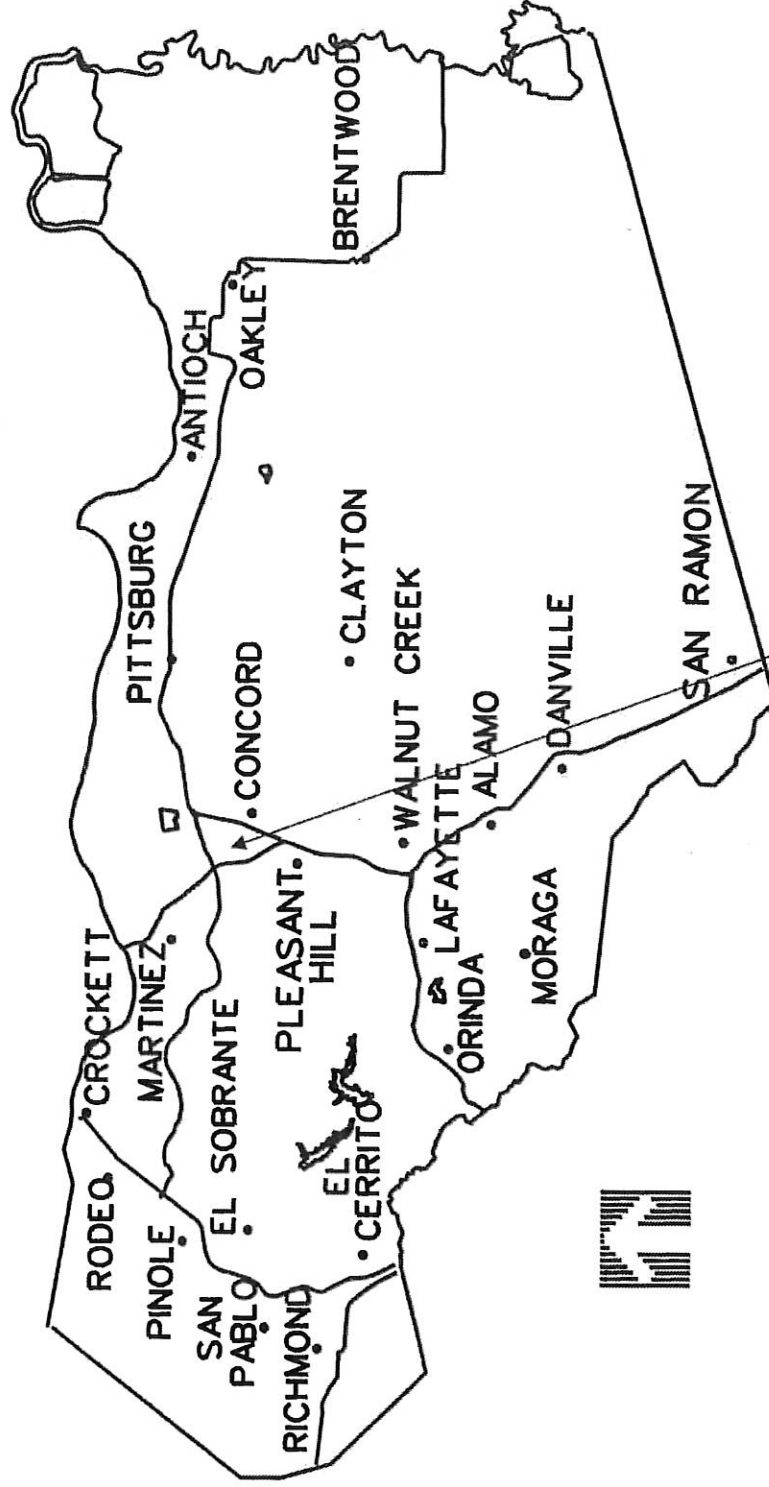


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# CONTRA COSTA COUNTY CALIFORNIA



PROJECT LOCATION

LOCATION MAP

Buchanan Field Airport Business Park Figure 1



Scale 1:10,000  
Contra Costa Internet GIS Map  
Printed: Jan 9, 2017 2:02:11 PM

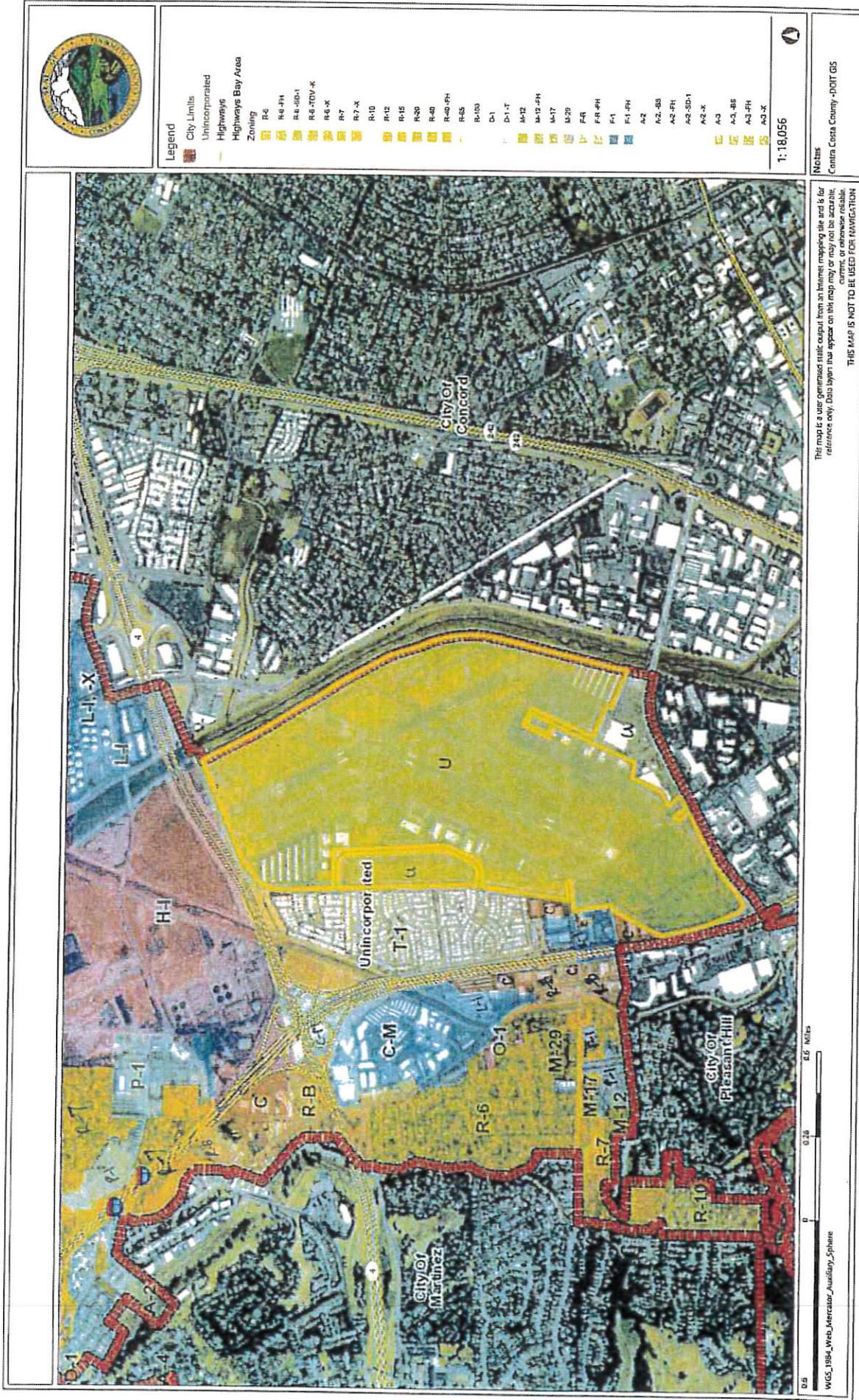
## Concord Prop LLC Site Location





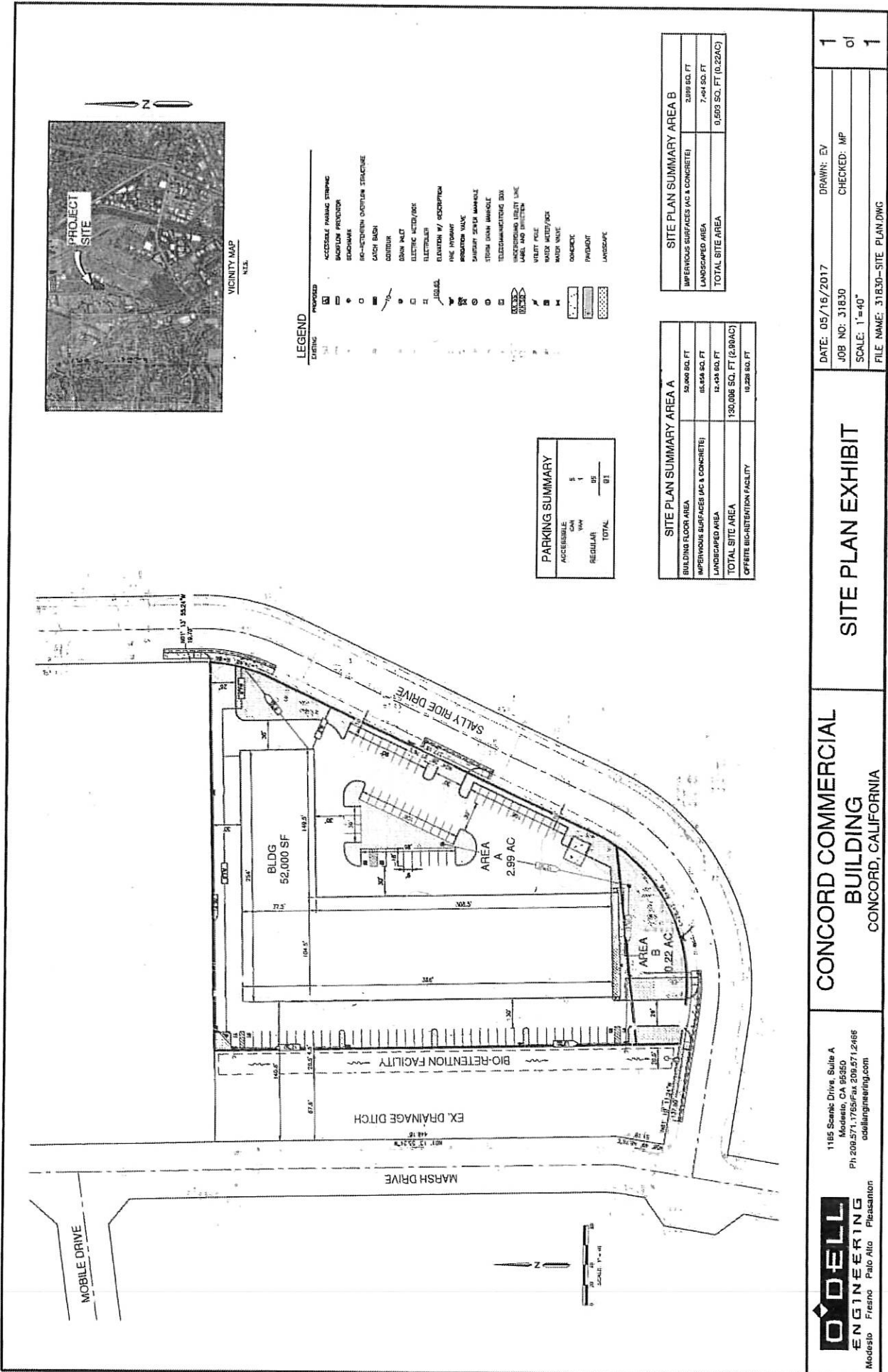
Buchanan Field Airport Business Park Figure 3  
General Plan Designation Map





Buchanan Field Airport Business Park Figure 4  
Zoning Map





Buchanan Field Airport Business Park Figure 5

CONCORD COMMERCIAL  
BUILDING  
CONCORD, CALIFORNIA

SITE PLAN EXHIBIT

DATE: 05/16/2017  
JOB NO: 31830  
SCALE: 1"=40'  
FILE NAME: 31830-SITE PLAN.DWG

1185 Spence Drive, Suite A  
Modesto, CA 95350  
PH: 209.571.1755 FAX: 209.571.2466  
codelineengineering.com

**ODELL**  
ENGINEERING  
Modesto Fresno Palo Alto Pleasanton

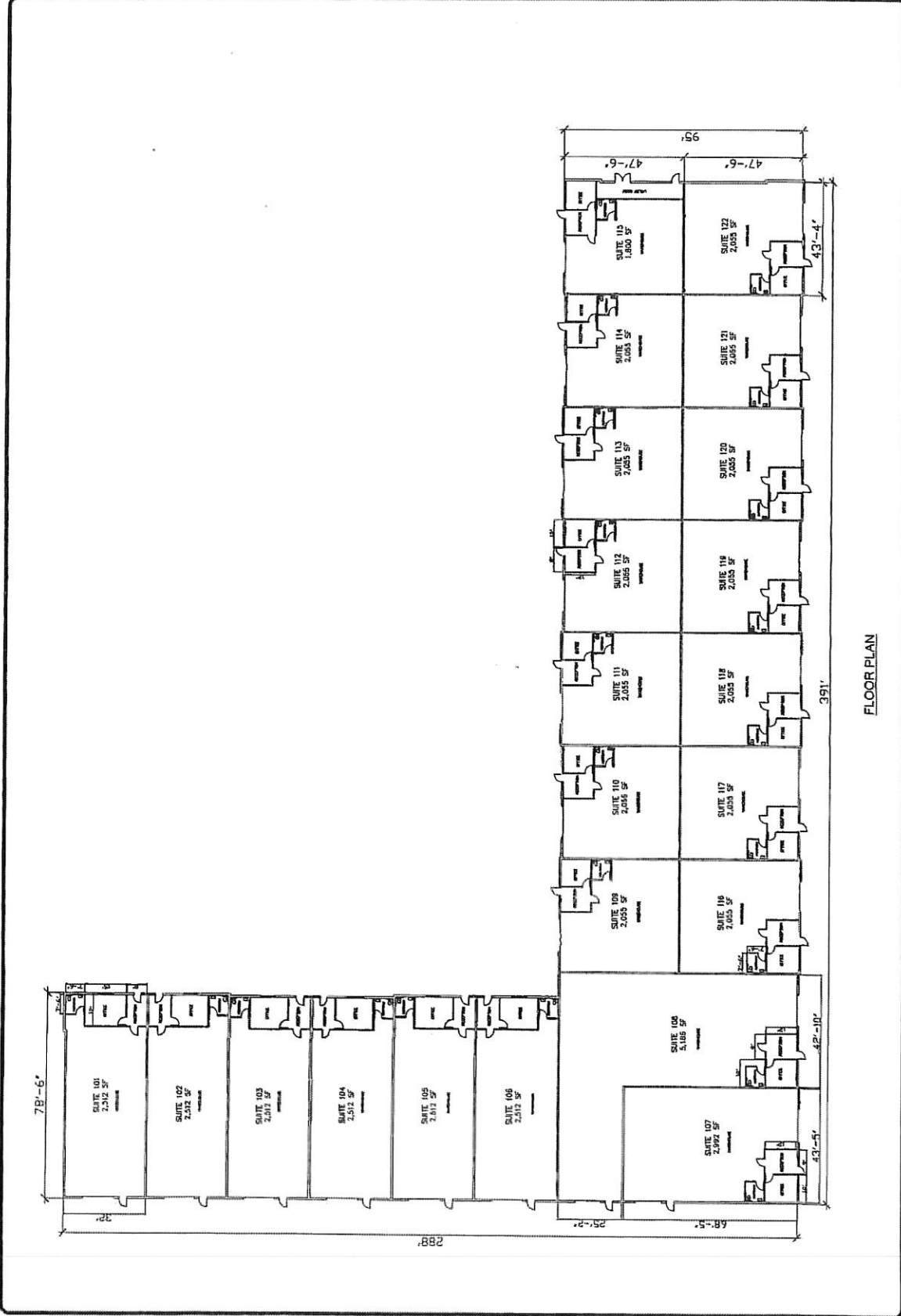
1 of 1

REVISIONS	BY

Miles Construction Group, Inc.  
 27226 Via Industrial  
 Temecula, CA 92590  
 888.240.6743 ~ Fax 951.296.0744  
 CA Lic. #976339

PROPOSED FLOOR PLAN  
 CONCORD COMMERCIAL/INDUSTRIAL BUILDING  
 MONTECITO COMMERCIAL GROUP  
 SALLY RIDE DRIVE, CONCORD, CA

DRAWN BY	KCO
CHECKED	
DATE	2018
SCALE	1/8" = 1'-0"
REVISION NO.	
SHEET	A1



Buchanan Field Airport Business Park Figure 6

## Buchanan Field Airport Business Park Figure 7

# **APPENDIX A: MITIGATION AND MONITORING REPORTING PROGRAM (MMRP)**

The following Avoidance, Minimization and Mitigation Measures will be implemented. The Contra Costa County Public Works Department (CCCPWD) and/or its Contractors under the supervision of CCCPWD, will be responsible for monitoring to ensure the following measures are implemented.

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIMING	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY	COMPLIANCE VERIFICATION DATE
<b>I. AESTHETICS</b>					
<b>IMPACT AES-1:</b> To reduce water usage, all landscaping must comply with the 2015 Updated Model Water Efficiency Landscape Ordinance.	<b>MITIGATION MEASURE AES-1:</b> Prior to occupancy of the proposed development, landscape plans will be reviewed and approved for consistency with the 2015 Updated Model Water Efficiency Landscape Ordinance by the Contra Costa County Department of Conservation and Development. This shall be accompanied with a \$500 review fee.	Prior to occupancy of proposed development	CCCPWD	CCCPWD	



# APPENDIX A: MITIGATION AND MONITORING REPORTING PROGRAM (MMRP)

The following Avoidance, Minimization and Mitigation Measures will be implemented. The Contra Costa County Public Works Department (CCCPWD) and/or its Contractors under the supervision of CCCPWD, will be responsible for monitoring to ensure the following measures are implemented.

IMPACT	MITIGATION MEASURES	IMPLEMENTATION TIMING	IMPLEMENTATION RESPONSIBILITY	VERIFICATION RESPONSIBILITY	COMPLIANCE VERIFICATION DATE
<b>III. AIR QUALITY</b>					
<b>IMPACT AIR-1</b> The Bay Area Air Quality Management District (BAAQMD) recommends that all projects, regardless of the level of average daily emissions, implement applicable best management practices (BMPs), including those listed as Basic Construction Measures in the BAAQMD California Environmental Quality Act (CEQA) Guidelines.	<p><b>MITIGATION MEASURE AIR-1</b>  <b>Implement BAAQMD Basic Construction Mitigation Measures.</b>            The following measures will be implemented by the Project applicant during all phases of construction on the Project site:</p> <ul style="list-style-type: none"> <li>All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered 2 times per day or as needed to eliminate potential for fugitive dust.</li> <li>All haul trucks transporting soil, sand, or other loose material shall be covered.</li> <li>All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is</li> </ul>	During construction	CCCPWD	CCCPWD	

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# APPENDIX A: MITIGATION AND MONITORING REPORTING PROGRAM (MMRP)

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	<p>prohibited.</p> <ul style="list-style-type: none"> <li>All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.</li> <li>All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads will be laid as soon as possible after grading, unless seeding or soil binders are used.</li> <li>Idling times shall be minimized either by shutting equipment off when not in use or by reducing the maximum idling time to 5 minutes (as required by California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations). Clear signage shall be provided for construction workers at all access points.</li> <li>All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be</li> </ul>				

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	<p>checked by a certified visible emissions evaluator.</p> <ul style="list-style-type: none"> <li>A publicly visible sign shall be posted at the Project site with the telephone number and person to contact regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number also shall be visibly posted, for compliance with applicable regulations.</li> </ul>				

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<b>IV. BIOLOGICAL RESOURCES</b>					
<b>IMPACT BIO-1a</b> If occupied by burrowing owl, implementation of the Project would eliminate 3-acres of burrowing owl habitat and construction activities could affect burrowing owl on the Project site or within a 150-meter (492-foot) buffer.	<p><b>MITIGATION MEASURE BIO-1a</b></p> <p>1. The following additional surveys will be conducted on the Project site and within a 150-meter (492 foot) buffer by a qualified biologist to determine whether burrowing owls occur on the Project site or may be using the Project site as foraging habitat:</p> <ul style="list-style-type: none"> <li>• One late summer early fall survey (September 1 – November 15)</li> <li>• One winter survey (November 16 – January 31)</li> <li>• One spring (breeding season) survey (February 1 – August 31)</li> <li>• One pre-construction survey to determine the presence of burrowing owls on or within 150 meters (492 feet) of construction areas shall be conducted no more than 30 days prior to the initiation of any construction-related activities.</li> </ul> <p>2. If burrowing owls are observed during</p>	Prior to and during construction	CCCPWD	CCCPWD	

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	<p>these surveys, California Department of Fish and Wildlife (CDFW) shall be contacted and an exclusion zone shall be implemented (i.e., an area where all Project-related activity shall be excluded) around the nest burrow in coordination with CDFW. Exclusion zones will likely comprise a 160-foot radius from occupied burrows during the non-breeding season of September 1 to January 31. Passive relocation of owls that includes the placement of one-way doors over burrow entrances, allowing owls to exit but not return, may occur at that time.</p> <p>3. If burrowing owl are found during the breeding season (February 1 to August 31), passive relocation of nest burrows is not allowed; exclusion zones shall be established and comprise at least a 250-foot radius from nest burrows or as agreed to by CDFW. No Project activity shall occur within the exclusion area until the</p>				



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	<p>young have fledged.</p> <p>4. If burrowing owls are found to occupy the site, the Project proponent will provide suitable on or off-site habitat at a minimum compensation to loss ratio of 1:1. Suitable habitat may also be provided in the form of credits at a CDFW-approved habitat conservation bank.</p> <p>5. If no burrowing owl are found no further measures or mitigation is needed.</p> <p>Alternatively, if occupation is assumed:</p> <p>I. To mitigate for loss of assumed habitat, the Project proponent will provide suitable on or off-site habitat at a minimum compensation to loss ratio of 1:1. Suitable habitat may also be provided in the form of credits at a CDFW-approved habitat conservation bank to mitigate for loss of habitat.</p>				

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	<p>II. To avoid construction impacts, two pre-construction surveys to determine the presence of burrowing owls on or within 150 meters (492 feet) of construction areas (including access routes and staging areas) shall be conducted by a qualified biologist. One survey shall be conducted no more than 60 days prior to construction to allow time to consult with CDFW if owls are found, and the other shall be conducted no more than 30 days prior to the initiation of any construction-related activities.</p> <p>If burrowing owls are observed during these surveys, CDFW shall be contacted and an exclusion zone shall be implemented (i.e., an area where all Project-related activity shall be excluded) around the nest burrow in coordination with CDFW. Exclusion zones will likely comprise a 160-foot radius from occupied</p>				

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	<p>burrows during the non-breeding season of September 1 to January 31. Passive relocation of owls that includes the placement of one-way doors over burrow entrances, allowing owls to exit but not return, may occur at that time.</p> <p>If burrowing owl are found during the breeding season (February 1 to August 31), passive relocation of nest burrows is not allowed; exclusion zones shall be established and comprise at least a 250-foot radius from nest burrows or as agreed to by CDFW. No Project activity shall occur within the exclusion area until the young have fledged.</p>				

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<b>IMPACT BIO-2</b> Construction activities could affect other ground nesting birds.	<p><b>MITIGATION MEASURE BIO-2a</b> If construction activities occur during nesting bird season (February 1 to August 31) a preconstruction nesting bird survey will be conducted of the construction area (including access routes and staging areas) by a qualified biologist no more than 2-weeks prior to construction activities.</p> <ol style="list-style-type: none"> <li>1. If nesting birds are found, buffers will be established in coordination with a qualified biologist and no work will occur within the buffer until the young have fledged.</li> <li>2. The nesting bird survey may be conducted concurrently with the spring pre-construction surveys noted in Mitigation Measure BIO-1a.</li> </ol>	Prior to and during construction	CCCPWD	CCCPWD	

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	<p><b>MITIGATION MEASURE BIO-2b</b> The Project applicant will notify Contra Costa County Public Works Environmental Services Division staff at least 48 hours prior to start of construction. Before any work occurs in the Project area, all construction personnel will participate in an environmental awareness training regarding environmentally sensitive areas (i.e. adjacent wetlands or any nesting bird buffers) present in the Project area given by a qualified biologist. If new construction personnel are added to the Project, they must receive the mandatory training before starting work.</p> <p><b>MITIGATION MEASURE BIO-2c</b> The staging area limits and the total area of activity will be limited to the minimum necessary to achieve the goals of the Project.</p>	Prior to and during construction	CCCPWD	CCCPWD	
		Prior to and during construction	CCCPWD	CCCPWD	
<p><b>IMPACT BIO-3</b> The Project could result in impacts to seasonal wetlands</p>	<p><b>MITIGATION MEASURE BIO-3</b> Prior to any ground disturbance, the Project proponent will consult with the appropriate agency United States Army</p>	Prior to construction	CCCPWD	CCCPWD	

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	Corps of Engineers (USACE) and or the San Francisco Bay Regional Water Quality Control Board (SFBWQCB) to determine if jurisdictional features are present on the Project site that would be impacted by the Project. If jurisdictional features will be impacted by the Project, the Project proponent will apply for permits from the appropriate agency and will adhere to any conditions contained in the permits. Anticipated conditions include measures to protect water quality during construction, measures to protect any jurisdictional features during construction that would otherwise not be impacted, and compensatory mitigation such as purchase of wetland credits at an approved mitigation bank or contribution to wetland or creek restoration project as approved by USACE and or the SFBWQCB.				
<b>V. CULTURAL RESOURCES</b>					
<b>IMPACT CULT-1</b> Previously unidentified historical resources	<b>MITIGATION MEASURE CULT-1</b> Project contract specifications stipulate that construction shall stop in the area if	Prior to and during construction	CCCPWD	CCCPWD	

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could be uncovered during construction.	historical resources (i.e., structure/building remains, bottle glass, ceramics, etc.) are encountered until a qualified archaeologist evaluates the findings.				
<b>IMPACT CULT-2</b> Previously unidentified archaeological resources could be uncovered during construction.	<b>MITIGATION MEASURE CULT-2</b> If deposits of prehistoric or historic archeological materials are encountered during Project activities, all work within 25 feet of the discovery shall be redirected and a qualified archaeologist shall be contacted to assess the deposit finds and make recommendations.	Prior to and during construction	CCCPWD	CCCPWD	
<b>IMPACT CULT-3</b> Previously unidentified paleontological resources could be uncovered during construction.	<b>MITIGATION MEASURE CULT-3</b> If paleontological resources are encountered during site preparation, or grading activities, all work within 25 feet of the discovery shall be redirected until a qualified paleontologist has assessed the discoveries and made recommendations.	Prior to and during construction	CCCPWD	CCCPWD	
<b>IMPACT CULT-4</b> Previously unidentified human remains could be uncovered during	<b>MITIGATION MEASURE CULT-4</b> If human remains are encountered, work within 25 feet of the discovery shall be redirected and the Contra Costa County	Prior to and during construction	CCCPWD	CCCPWD	

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construction.	Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. 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.				
<b>VI. GEOLOGY AND SOILS</b>					
<b>IMPACT GEO-1</b> The Project site is located in a seismically active area. Failure to comply with California Building Codes could put structures or people at risk from building failures that	<b>MITIGATION MEASURE GEO-1</b> To ensure adherence to California Building Code, prior to issuance of a building permit the County Geologist shall review the Geotechnical Engineering Investigation prepared for the Project prior to incorporation of recommendations of the Geotechnical Engineering Investigation into the Project plans. This shall be accompanied with a \$750 review fee. All	Prior to construction	CCCPWD	CCCPWD	

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could occur from seismic shaking and associated soil movement.	recommendations in the approved plan will be incorporated into the Project plans				
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
<b>IMPACT HYDRO-1a</b> During the construction period, excavation and grading activities could result in exposure of soil to runoff, potentially causing erosion and mobilization of sediment in the runoff.	<b>MITIGATION MEASURE HYDRO-1a</b> Prior to ground disturbance, a Stormwater Pollution Prevention Plan (SWPPP) will be prepared for the Project or a Water Pollution Control Program (WPCP) if the Project qualifies for an erosivity waiver for projects between 1 and 5 acres. The construction SWPPP or WPCP would establish procedures and controls designed to mitigate potential impacts to surface water quality during the construction phase and shall be approved by the Contra Costa County Public Works Environmental Services Division . The SWPPP or WPCP shall, at a minimum, include the following major components:  1. A comprehensive erosion and sediment control plan, depicting areas	Prior to and during construction	CCCPWD	CCCPWD	



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	<p>to remain undisturbed, and providing specifications for revegetation of disturbed areas not stabilized by Project components (e.g. temporary staging areas).</p> <p>2. A list of potential pollutants from building materials, chemicals, and maintenance practices used during the construction period, and the specific control measures to be implemented to minimize release and transport of these constituents in runoff.</p> <p>3. Specifications and designs for the appropriate best management practices (BMPs) for controlling drainage and treating runoff in the construction phase.</p> <p>4. A program for monitoring all control measures that includes schedules for inspection and maintenance, and identifies the party responsible for monitoring.</p> <p>5. A site map that locates all water quality control measures and</p>				



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	restricted areas to be left undisturbed.				
<b>IMPACT HYDRO-1b</b> Replacement of paved surfaces and new land uses could result in pollutants entering nearby drainages and storm drain systems.	<b>MITIGATION MEASURE HYDRO-1b</b> Prior to issuance of any building permits, the Contra Costa County Public Works Department shall review and approve the proposed C.3 storm water controls. Specifically, individual projects shall incorporate landscaping features into the drainage design and shall direct roof flows toward swales or landscaped areas before discharge to the storm drain system.	Prior to construction	CCCPWD	CCCPWD	
<b>IMPACT HYDRO -2</b> New impervious surfaces could affect surface runoff volumes that could result in a significant alteration of the existing drainage pattern that could cause flooding.	<b>MITIGATION MEASURE HYDRO-2</b> Prior to issuance of a building permit or grading permit, the Contra Costa County Public Works Department shall review and confirm that the Project specific drainage plan meets the requirements of the 1993 Flood Control Study or current study.	Prior to issuance of a building permit	CCCPWD	CCCPWD	
<b>XII NOISE</b>					

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<b>IMPACT NOI-1</b> Project construction could cause a short-term increase in noise.	<p><b>MITIGATION MEASURE NOI-1</b> To reduce potential for short-term construction noise the following measures will be implemented during construction:</p> <ol style="list-style-type: none"> <li>General construction noise shall be limited to weekdays from 8:00 a.m. to 5:00 p.m; however, construction activities may occur between the hours of 8:00 a.m. and 5:00 p.m. on weekends and federal and State holidays once a particular structure is fully enclosed, subject to prior authorization by the County.</li> <li>Transporting of heavy equipment and trucks shall be limited to weekdays between the hours of 9:00 a.m. and 4:00 p.m.</li> <li>All heavy construction equipment used at the Airport shall be maintained in good operating condition, with all internal combustion, engine-driven equipment equipped with intake and exhaust mufflers that are in good condition.</li> </ol>	During construction	CCCPWD	CCCPWD	

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	<p>4. All stationary noise generating equipment shall be located as far away as possible from neighboring property lines, especially residential uses.</p> <p>5. No construction shall take place on the following observed holidays:</p> <ul style="list-style-type: none"> <li>• New Year's Day</li> <li>• Birthday of Martin Luther King Jr.</li> <li>• Washington's Birthday</li> <li>• Lincoln's Birthday</li> <li>• Presidents Day</li> <li>• Cesar Chavez Day</li> <li>• Memorial Day</li> <li>• Independence Day</li> <li>• Labor Day</li> <li>• Columbus Day</li> <li>• Veterans Day</li> <li>• Thanksgiving Day</li> <li>• Day after Thanksgiving</li> <li>• Christmas Day</li> </ul>				

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