

**Mitigation Monitoring and Reporting Program
County File's #DP14-3041 and GP14-0003**

**500 Pittsburgh Avenue
Richmond, CA 94801**

January, 2018

SECTION 1: AESTHETICS

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

Mitigation Measure(s):

AES-1: At least 30 days prior to submittal for a building permit, a Final Landscape Plan shall be submitted to the Department of Conservation and Development, Community Development Division (CDD) for review and approval. Plant materials shall meet the guidelines specified in the North Richmond Design Guidelines for landscaping in industrial areas. Street-level views of parking areas shall be screened from public streets. The Final Landscape Plan is subject to a concurrent review for compliance with the State/County Model Water Efficient Landscape Ordinance.

Implementing Action:	Submit a Final Landscape Plan to CDD staff for review.
Implementing Condition:	COA TBD
Method of Verification:	Review of Final Landscape Plan to ensure consistency with North Richmond Design Guidelines and State/County Model Water Efficient Landscape Ordinance.
Timing of Verification:	At least 30 days prior to submittal for a building permit (with COA compliance review).
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	

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

Mitigation Measure(s):

AES-2: At least 30 days prior to applying for a building permit, the applicant shall submit for review and approval of CDD staff a Final Lighting Plan. Light standards shall be low-lying and exterior lights on the buildings shall be deflected so that the lights shine onto applicant's property and avoid spilling into adjacent properties.

Implementing Action:	Submittal of a Final Lighting Plan to CDD staff for review.
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Implementing Condition:	COA TBD
Method of Verification:	Review of Final Lighting Plan to ensure consistency with North Richmond Design Guidelines.
Timing of Verification:	At least 30 days prior to submittal for a building permit (with COA compliance review).
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
Potentially Significant Impact (1-3): <i>New exterior lighting from the project, may adversely impact nighttime views in the area.</i>	
Mitigation Measure(s):	
<u>AES-3:</u> Any proposal of new lighting that is not approved with this Development Plan permit shall be submitted to CDD for review and approval.	
Implementing Action:	Submittal of any new/revised lighting plan prior to requesting of a building permit.
Implementing Condition:	COA TBD
Method of Verification:	Review of new/revised lighting plan to ensure consistency with North Richmond Design Guidelines.
Timing of Verification:	Prior to requesting a building permit.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
SECTION 2: AIR QUALITY	
Potentially Significant Impact (3-1): <i>Exhaust emissions and particulates produced by construction related to the project may cause exposure of the public or sensitive receptors to significant amounts of pollutants or objectionable odors.</i>	
Mitigation Measures(s):	
<u>AIR-1:</u> The following Bay Area Air Quality Management District, Basic Construction mitigation measures shall be implemented during project construction and shall be included on all construction plans:	
<ul style="list-style-type: none"> a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 	

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- b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- d. Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- e. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- f. Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.).
- g. Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- h. Replant vegetation in disturbed areas as quickly as possible.
- i. All vehicle speeds on unpaved roads shall be limited to 15 mph.
- j. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- k. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- l. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- m. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Implementing Action:	Implement all construction related measures.
Implementing Condition:	COA TBD
Method of Verification:	Review of construction drawings to ensure construction related mitigations have been added and that contractors have been informed of requirements.

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Timing of Verification:	Prior to CDD approval of construction documents and throughout construction-related activity.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
Potentially Significant Impact (3-2): <i>Exhaust emissions and particulate produced by idling diesel trucks during business operations (delivery and pick-up, etc.) may cause exposure of the public or sensitive receptors to significant amounts of pollutants or objectionable odors.</i>	
Mitigation Measure(s):	
AIR-2: <ol style="list-style-type: none"> 30 days prior to applying for building permits for tenant improvement plans, the applicant/tenant shall submit plans for review and approval of CDD staff, which provide for a trucker's lounge appropriately sized for the square-footage/use intended for the space being occupied. Applicant/tenant shall electrify all loading docks to accommodate diesel-powered Transport Refrigeration Units (and similar pieces of equipment) and future use of electric trucks, both semi-trucks and delivery trucks (e.g., installation of conduit specifically designated for truck charging equipment in the future). All Transportation Refrigeration Units and similar pieces of equipment shall be plugged-in as soon as feasibly possible when entering the property. Applicant/tenants shall inform all truck drivers that idling is strictly prohibited on the warehouse property and adjacent streets in North Richmond. Applicant/tenant shall periodically sweep warehouse property to remove road dust/tire wear/brake dust in parking lots. Applicant/tenant shall not use diesel back-up generators on property unless absolutely necessary. If absolutely necessary, generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards or meet the most stringent in-use standard, whichever has the least emissions. Applicant/tenant shall use a "clean fleet" (e.g., Zero or very low emissions, high efficiency, electric and/or alternative fuel vehicles) to the maximum extent possible. At a minimum, the applicant/tenant shall demonstrate compliance to the satisfaction of CDD staff, that all CARB requirements to control emissions from diesel engines have been met. Install sound walls and/or vegetation, when appropriate, to effectively block diesel emissions from nearby sensitive receptors (e.g., schools and residential neighborhoods). 	
Implementing Action:	Implementation of all aspects of the mitigation.
Implementing Condition:	COA TBD
Method of Verification:	Review of all construction plans.
Timing of Verification:	During all phases of business operations.

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SECTION 3: BIOLOGY

Potentially Significant Impact (4-1): *Special status wildlife species including the San Pablo Vole, and several special-status bird species, and other nesting birds protected by the Migratory Bird Treaty Act, could be harmed by the construction phase of the project.*

Mitigation Measure(s):

BIO-1: Pre-construction nesting surveys shall be conducted for any nesting birds protected by the Migratory Bird Treaty Act. Surveys shall be conducted by a qualified biologist within 14 days of the onset of disturbance to affected areas. If nests are found, they will be flagged and a suitable buffer area established. No work will be conducted within this buffer area until young have fledged and are independent of the nest. Breeding bird surveys are not needed if work is conducted outside the nesting season (between September 1 and January 31).

Implementing Action:	Perform pre-construction surveys and follow proper protocol if nesting birds are detected.
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Implementing Condition:	COA TBD
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Method of Verification:	Review of report detailing actions taken to avoid disturbance to nesting birds if any detected.
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Timing of Verification:	At least 14-days prior to ground disturbance activities.
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Party Responsible for Verification:	Applicant and CDD staff.
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Compliance Verification:	
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BIO-2: A qualified biologist shall conduct pre-construction surveys for bats and suitable bat roosting habitat at sites where culverts, structures and/or trees would be removed or otherwise disturbed prior to the initiation of construction. If bats or suitable bat roosting habitat is detected, CDFW shall be notified immediately for consultation and possible on-site monitoring.

Implementing Action:	Perform pre-construction bat survey and follow proper protocol if bats or roosting habitat is identified.
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Implementing Condition:	COA TBD
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Method of Verification:	Review of report detailing actions taken to avoid disturbance to bats.
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Timing of Verification:	At least 14-days prior to ground disturbance activities.
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Party Responsible for Verification:	Applicant and CDD staff.
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Compliance Verification:	
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BIO-3: Pre-construction surveys carried out for California clapper rail and California black rail would also detect other wildlife species of concern such as the San Pablo vole. Exclusion fencing

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shall be installed along the southern border of the property prior to construction, and vegetation shall be cleared in phases using hand tools, exclusion fencing shall be installed as quickly as feasible, and special status species sensitivity training shall be conducted, and/or biological monitors shall be on-site to monitor pre-construction work related activities.

Implementing Action:	Perform pre-construction surveys for non-bird special status species such as San Pablo vole.
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Implementing Condition:	COA TBD
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Method of Verification:	Review of report detailing actions taken to avoid disturbance to non-bird special status species.
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Timing of Verification:	At least 14-days prior to ground disturbance activities.
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Party Responsible for Verification:	Applicant and CDD staff.
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Compliance Verification:	
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Potentially Significant Impact (4-2): *Development near the Wildcat Creek corridor could have a negative indirect impact to the riparian habitat due to changes in hydrology, increased pollution or other human related activities.*

Mitigation Measures(s):

BIO-4: To avoid potential indirect impacts on Wildcat Creek and its associated riparian habitat, the development shall observe a 45-foot setback from the southern property line. Levee/drainage improvements required by the County Flood Control District shall be allowed with proper review and approval.

Implementing Action:	Setback all project related construction activities (e.g., parking lot) 45-feet from the southern property line (except Public Works/Flood Control required improvements).
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Implementing Condition:	COA TBD
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Method of Verification:	Review of all construction plans.
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Timing of Verification:	30-days prior to applying for a building permit.
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Party Responsible for Verification:	Applicant and CDD staff.
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Compliance Verification:	
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SECTION 4: CULTURAL RESOURCES

Potentially Significant Impact (5-1): *During the construction phases of the project, there is a potential to discover unexpected human remains or historic resources.*

Mitigation Measure(s):

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CUL-1: Stop work and conduct an evaluation of accidental discovery of human remains or find.

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority.

If human remains are encountered, work shall halt within 50-feet of the find and the County Coroner notified immediately. At the same time, an archaeologist should be contacted to evaluate 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 Native American Most Likely Descendent to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. All work shall be postponed until a qualified archaeologist has had an opportunity to evaluate any potential find.

Implementing Action:	Include mitigation measures on construction drawings.
Implementing Condition:	COA TBD
Method of Verification:	Review of construction drawings and report of find if necessary.
Timing of Verification:	Prior to issuance of a grading or building permit and throughout all phases of construction.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	

SECTION 5: GEOLOGY AND SOILS

Potentially Significant Impact (6-1): *Construction of the proposed facility on a property with a generally high liquefaction potential and within close proximity to an active fault can cause significant structural damage if appropriate engineering considerations have not been incorporated into building/foundation designs addressing the soil characteristics of the site.*

Mitigation Measure(s):

GEO-1: At least 30-days prior to applying for building permits, the applicant shall submit for review and approval of CDD staff and the County Geologist a geotechnical report addressing the site specific soil conditions and engineering recommendations for the design of building foundations and related improvements.

Implementing Action:	Submittal of geotechnical report for review.
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Implementing Condition:	COA TBD
Method of Verification:	Review of geotechnical report.
Timing of Verification:	At least 30-days prior to applying for a building permit.
Party Responsible for Verification:	Project proponent, County Geologist and CDD staff.
Compliance Verification:	
<p>GEO-2: At least 30 days prior to applying for construction permits, the project geotechnical engineer shall review grading, drainage and foundation plans for consistency with recommendations in the approved geotechnical report. The letter issued by the project geotechnical engineer, shall update their recommendations for observation and testing services during a) clearing, b) grading, c) soil improvement (or importation of non-expansive fill), d) installation of drainage facilities (including bio-swales/water quality basins) and e) foundation-related work to ensure that all geotechnical recommendations are properly implemented during construction. Those monitoring services shall include any proposed retaining wall construction. Additionally, construction drawings shall include general notes that identify the inspections to be performed by the geotechnical engineer during construction.</p>	
Implementing Action:	Submit documentation that the project geotechnical engineer has reviewed and approved proposed construction drawings, including all grading and related development plans.
Implementing Condition:	COA TBD
Method of Verification:	Review of geotechnical engineer's approval letter of construction drawings.
Timing of Verification:	At least 30 days prior to issuance of a building permit.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
<p>GEO-3: The project geotechnical engineer shall prepare a final report that documents the field observations and testing services provided during construction as well as provide a professional opinion on the compliance of construction with the recommendations in the design-level geotechnical report. The final report can be segmented into an as-graded report that is issued at the end of rough grading, but prior to the installation of the foundations, and a second letter commenting on the inspections made during installation of foundations/parking lot/drainage facilities. CDD will place a hard hold on the final inspection, to ensure that the geotechnical engineer's grading-foundation inspection letter-report is provided prior to requesting the final building inspection for each building.</p>	
Implementing Action:	Submittal of final report.

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Implementing Condition:	COA TBD
Method of Verification:	Review of geotechnical engineer's final report.
Timing of Verification:	Prior to requesting a final inspection.
Party Responsible for Verification:	Project geotechnical engineer, proponent, County Geologist and CDD staff.
Compliance Verification:	
SECTION 6: GREENHOUSE GAS EMISSIONS	
Potentially Significant Impact (7-1): <i>Construction and operation of the project could potentially exceed the BAAQMD thresholds of significance.</i>	
Mitigation Measure(s):	
<p>GHG – 1: Implement the following Emission Reduction Measures (consistent with the CCC) into the final design of the project:</p> <ul style="list-style-type: none"> • Install High Energy Efficient Building Insulation (consistent with overall building use and as defined by the California Building Standards Code). • Solar Energy Ready Connections (consistent with overall building use and as defined by the California Building Standards Code). • Provide Pre-wiring at Designated Parking Spaces for Electronic Vehicle Charging Stations. 	
Implementing Action:	Implementation of the mitigation requirements.
Implementing Condition:	COA TBD
Method of Verification:	Review of construction drawings.
Timing of Verification:	At least 30-days prior to issuance of a building permit.
Party Responsible for Verification:	Applicant and CDD staff.
Compliance Verification:	
SECTION 7: HAZARDS AND HAZARDOUS MATERIALS	
Potentially Significant Impact (8-1): Operation of the warehouse facility, gas station and other related retail businesses will involve the routine delivery, storage and use of hazardous materials.	
Mitigation Measure(s):	
HAZ-1: The project applicant/or owners and operators of businesses on the site shall obtain all required permits and follow all applicable County, State, and Federal regulations regarding the	

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use, storage and disposal of hazardous materials and shall conduct their operations in compliance with such permits and regulations.

Implementing Action:	Obtain and operate all businesses in accord with permits.
Implementing Condition:	COA TBD
Method of Verification:	Review of any complaints.
Timing of Verification:	During all phases of operation.
Party Responsible for Verification:	Business operators and property owner.
Compliance Verification:	

SECTION 8: HYDROLOGY AND WATER QUALITY

Potentially Significant Impact (9-1): *Raising the elevation of the site to a height above the adjacent Flood Control District levee, may divert flood flows to the Richmond Parkway and adjacent parcel to the east.*

Mitigation Measure(s):

HYDRO-1:

1. Prior to the issuance of a grading permit, applicant shall provide, at their expense, any needed supporting documentations requested by the U.S. Army Corps of Engineers and the Contra Costa County Flood Control & Water Conservation District (FC District) for the Section 408 review of the applicant's proposed work along Wildcat Creek. The FC District will submit the Section 408 application package to the Corps of Engineers.
2. Prior to issuance of a grading permit, applicant shall obtain any regulatory permits that may be required.
3. Prior to the issuance of a grading permit, applicant shall obtain an encroachment permit from the FC District for construction of the "Western Access and Eastern Closure" (flood protection improvements along Wildcat Creek). The calculated water surface elevation (WSE) levels and required freeboard line shall be shown on the project plans in order to obtain approval of the plans from the FC District.
4. Applicant shall construct the "Western Access Road and Eastern Closure" (flood protection improvements along Wildcat Creek).
5. Prior to the issuance of the grading permit, applicant shall specify import fill on its grading plans, subject to the approval of the FC District, for the flood control access road, closure structures, and related improvements. Import material shall conform to the FC District's specifications for levee fill material and, at a minimum, shall be lean clay (CL) or clayey sand (SC) material per ASTM D 2487 from a known source free of man-made refuse,

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organic, and other deleterious materials; 2-inch maximum particle size and 30 percent minimum passing #200 sieve per ASTM D 1140; liquid limit of 45 or less and plasticity index greater than 12 and less than 32 per ASTM D 4318; and attain 90% compaction per ASTM D 1557-12 in maximum 8-inch thick layers with moisture at least 3 percent over optimum moisture condition.

6. Prior to the issuance of a grading permit, applicant shall submit a geotechnical analysis to the FC District for approval, which shall include analysis of the potential impacts of the proposed fill material at the site and the improvements for the Western Access Road and Eastern Closure to the integrity of the existing levee and creek embankment of Wildcat Creek. The geotechnical study shall evaluate the long-term impacts to the levee and creek embankment resulting from the shrubs, trees, v-ditch and irrigation system being proposed near Wildcat Creek. The geotechnical study should provide recommendations for addressing adverse impacts.
7. Prior to the issuance of a grading permit, applicant shall submit the site grading plans to the FC District for review.
8. Prior to issuance of a building permit, applicant shall submit to the Public Works Department evidence of a funding and maintenance agreement for the perpetual maintenance of the flood protection improvements within the slope easements on assessor's parcel numbers 409-300-038 and 409-300-039. The applicant shall be responsible for the perpetual maintenance of the drainage and flood protection improvements within the slope easements.
9. The applicant shall be responsible for the perpetual maintenance of the drainage and flood protection improvements (including storm drains, inlets, the "western access road and eastern closure", toe drains, etc.) within the on-site drainage (levee) easements.
10. Prior to the issuance of a building permit, applicant shall offer to dedicate drainage (levee) easements to Contra Costa County for the "45' Drainage Easement" along the south side of the development site and for the area labeled "Drainage Easement" on the southwest corner of the development site per the approved site plan and as shown on Western Access Road and Eastern Closure plans. These Offers of Dedication are for a future levee project and will be recorded only and will not be accepted by the County unless needed for future levee improvement purposes. Applicant shall prepare and submit a legal description and plat map of the offered area to be used as exhibits for the offer of dedication. Once it is determined that the easements are not needed for levee purposes, the property owner may request the County to vacate or terminate the offers of dedication.
11. Prior to the issuance of a building permit, applicant shall grant deed by separate instrument a drainage easement to the Contra Costa County Flood Control and Water Conservation District for the purposed access road from Richmond Parkway to the existing service road along Wildcat Creek. This easement is shown on sheet C-3 of the 60% Western Access

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Road and Eastern Closure plans. Applicant shall prepare the legal description and plat map to be used as exhibits for the Grant deed.

12. Prior to the issuance of a building permit, applicant shall submit a signed agreement (permission or right of entry) with the owners of the adjacent properties on the east side of the development site (assessor parcels 409-300-039 and 409-300-038) for the construction and maintenance of the fill improvements shown on the Western Access Road and Eastern Closure plans on those properties. Applicant shall secure a signed Offer of Dedication to Contra Costa County for a slope easement from the adjacent property owners over the high ground fill area, and prepare and provide a legal description and plat map of the offered area.
13. Prior to the issuance of a building permit, applicant shall record a deed disclosure document where the property owners acknowledge their maintenance responsibilities over the drainage improvements (concrete toe drain, structures, and drainage pipes), site fill slope, gates, fences, access roads, landscaping, and responsibility for weed abatement within the drainage (levee) easements dedicated to the County on the south side of the development site.
14. The project is located in an area at risk of being mapped into a Special Flood Hazard Area (100-year flood boundary) as designated on the Federal Emergency Management Agency's Flood Insurance Rate Maps. The applicant shall be aware of the requirements of the National Flood Insurance Program and the County Floodplain Management Ordinance (Ordinance No. 2000-33) as they pertain to future construction of any structures on this property.
15. Prior to issuance of a grading permit, applicant shall file for a Conditional Letter of Map Revision (CLOMR) with the Federal Emergency Management Agency (FEMA) to determine if the proposed wall and fill meet the FEMA standards and submit a copy of the CLOMR to the Public Works Department. Applicant shall demonstrate compliance with the conditions of the CLOMR and file for a Letter of Map Revision (LOMR) with (FEMA) to remove the project site from the floodplain. Applicant shall submit a copy of the LOMR to the Public Works Department.

Implementing Action:	Comply with each requirement as noted.
Implementing Condition:	COA TBD
Method of Verification:	Review of submittals, permits and final inspections as appropriate.
Timing of Verification:	Throughout all phases of construction.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	

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SECTION 9: NOISE

Potentially Significant Impact (12-1): *Construction phases of the project will cause temporary elevated noise levels.*

Mitigation Measure(s):

NOISE-1: The project shall comply with the following noise reduction measures:

- General construction noise shall be limited to weekdays from 7:00 a.m. to 6:00 p.m.
- Any pile driving and similarly loud activities (tractor use) shall be limited to weekdays from 8:00 a.m. to 5 p.m.
- All heavy construction equipment used on the project site 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. All stationary noise-generating equipment shall be located as far away as possible from neighboring property lines, especially residential uses.

Implementing Action:	Implement all noise related measures and include all noise related mitigation measures on construction drawings.
Implementing Condition:	COA TBD
Method of Verification:	Review of documents and response to any noise related complaints.
Timing of Verification:	Throughout all phases of construction.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	

SECTION 10: TRAFFIC

Potentially Significant Impact (16-1): *Based on the impact criteria for intersection operations, the proposed project would have a potentially significant impact (increase of traffic delay of more than 5 seconds) at the following two study intersections unless mitigated:*

1. *Richmond Parkway/Goodrick Avenue-City of Richmond Intersection (PM Peak Hour)*
2. *Richmond Parkway/Pittsburg Avenue (PM Peak Hour)*

Mitigation Measure(s):

TRAFFIC-1: Applicant shall work with the City of Richmond to implement the following at the Richmond Parkway/Goodrick Avenue intersection.

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<ul style="list-style-type: none"> • Stripe the current defacto right turn pocket along northbound Goodrick Avenue. • Modify the Richmond Parkway/Goodrick Avenue signal to include a right turn overlap phase for the northbound right turn and adjust signal timings. 	
Implementing Action:	Perform the intersection improvements.
Implementing Condition:	COA TBD
Method of Verification:	Review of approved final building/encroachment permit.
Timing of Verification:	Prior to requesting building permit final inspection.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
Potentially Significant Impact (16-2): <i>Richmond Parkway/Pittsburg Avenue (PM peak hour) – The addition of the project traffic under existing plus project conditions exacerbates unacceptable intersection operations (LOS F without the project) by increasing the average delay at the study intersection by more than 5.0 seconds; resulting in a significant impact unless mitigated.</i>	
Mitigation Measure(s):	
<u>TRAFFIC-2:</u> Implement the following at the Richmond Parkway/Pittsburg Avenue intersection: <ul style="list-style-type: none"> • Adjust signal timings to better accommodate changed travel patterns. 	
Implementing Action:	Perform the intersection improvements.
Implementing Condition:	COA TBD
Method of Verification:	Review of approved final building/encroachment permit.
Timing of Verification:	Prior to requesting building permit final inspection.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
Potentially Significant Impact (16-3): <i>Richmond Parkway/Goodrick Avenue – The addition of project traffic under 2040 plus Project conditions would worsen unacceptable LOS conditions during the weekday PM peak hour by increasing average delay by more than 5.0 seconds, resulting in a significant impact unless mitigated.</i>	
Mitigation Measure(s):	
<u>TRAFFIC-3:</u> Implement mitigation measure TRAFFIC-1 at the Richmond Parkway/Goodrick Avenue intersection.	
Implementing Action:	Perform the intersection improvements.

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Implementing Condition:	COA TBD
Method of Verification:	Review of approved final building/encroachment permit.
Timing of Verification:	Prior to requesting building permit final inspection.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
<p>Potentially Significant Impact (16-4): <i>Richmond Parkway/Pittsburg Avenue – The addition of project traffic under 2040 plus Project conditions would exacerbate the unacceptable PM peak hour operating conditions (projected LOS F) by increasing intersection delay by more than 5.0 second per vehicle. Therefore the project would cause a significant impact unless mitigated.</i></p>	
Mitigation Measure(s):	
<p><u>TRAFFIC-4:</u> The applicant shall implement the following at the Richmond Parkway/Pittsburg Avenue intersection:</p> <ul style="list-style-type: none"> • Widen the westbound approach to include a second lane, such that the final lane geometry configuration would include: <ul style="list-style-type: none"> ➤ One left turn only lane ➤ One left turn-through-right turn shared lane • Adjust signal pole and mast arm, curb returns and any other roadside features that need to be relocated as a result of the intersection widening. • Adjust signal timings to accommodate the new westbound approach configuration. 	
Implementing Action:	Construct the necessary improvements.
Implementing Condition:	COA TBD
Method of Verification:	Review of sign-off of all associated improvements.
Timing of Verification:	Prior to issuance of building permits or initiation of use.
Party Responsible for Verification:	Project proponent, Public Works staff and CDD.
Compliance Verification:	
<p><u>TRAFFIC-5:</u> The applicant shall construct the following prior to requesting a final building inspection (occupancy):</p> <ul style="list-style-type: none"> • Adjust signal timings to better accommodate changed travel patterns. 	

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Implementing Action:	Perform the intersection improvements.
Implementing Condition:	COA TBD
Method of Verification:	Review of approved final building/encroachment permits.
Timing of Verification:	Prior to requesting final building inspection for the new warehouse construction.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
<p>Potentially Significant Impact: <i>Of the total net-new truck trips expected to be generated by land use development in the area, the proposed Pittsburgh Avenue project is expected to generate approximately 315 new daily truck trips, or approximately 30 percent of the 1,030 total new truck trips in the area. Implementation of the following mitigation measures will reduce potential travel time advantages for cut-through truck traffic, which will reduce the amount of current and potential future project related cut-through truck traffic in the residential North Richmond area.</i></p>	
<p><u>TRAFFIC-6:</u> The applicant/developer shall construct one offsite truck traffic calming improvement as identified within the August 24, 2016, Preliminary Truck Traffic Calming Assessment for the North Richmond Neighborhood, subject to the review and approval of the CDD staff and Public Works Department. Key corridors that have been identified for improvement include the following:</p> <ul style="list-style-type: none"> • Fred Jackson Way north of Market Avenue • Fred Jackson Way south of Market Avenue • Gertrude Avenue • Chesley Avenue • Market Avenue <p>The offsite calming improvements identified for Fred Jackson Way shall be the first priority. Should the Fred Jackson Way improvements already be physically completed/underway by the time the applicant/developer is prepared to commence construction, then a secondary improvement (as identified within the August 24, 2016, Fehr & Peers assessment) approved by CDD staff and the Public Works Department, shall be constructed. The approved truck traffic calming measure shall be completed prior to occupancy (final building inspection) of the subject project.</p> <p>The applicant's cost for completing the approved truck traffic calming improvements shall be evidenced and verified by valid receipts for said work, including all hard construction costs and engineering, architectural, geotech and other valid professional costs as specified in the County's credit and reimbursement policy (but excluding County fees and plan check costs), and those costs deemed eligible by the Public Works Department shall be credited against the North Richmond Area of Benefit fees as administered by the Public Works Department, provided the</p>	

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applicant contributes to the AOB update rate for the revised project list. To the extent said costs are less than the fees assessed for the project, the applicant shall be obligated to pay the difference upon demand by Contra Costa County. Applicant shall be obligated to complete the offsite traffic calming work in the event the cost of the work exceeds the fee amounts available as credits.	
Implementing Action:	Perform the intersection improvements.
Implementing Condition:	COA TBD
Method of Verification:	Review of approved building/encroachment permits.
Timing of Verification:	Prior to requesting final building inspection for 2601 Goodrick Avenue building improvements.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
<u>TRAFFIC-7:</u> The applicant shall also pay the Contra Costa County, Department of Conservation and Development, Current Planning Division, a flat not-to-exceed amount of \$60,000 as its fair share contribution towards the cost of a General Plan update for the North Richmond area.	
Implementing Action:	Pay dollar amount indicated in mitigation measure.
Implementing Condition:	COA TBD
Method of Verification:	Review of receipt reflecting payment.
Timing of Verification:	Concurrently with CDD staff's "sign-off" of building or grading plans, whichever occurs first.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	
<u>TRAFFIC-8:</u> At least 30 days prior to applying for a building permit, the applicant shall submit for review and approval of CDD staff a revised site plan reflecting the addition of on-site bicycle parking compliant with the County's Off-Street Parking Ordinance, Chapter 82-16.	
Implementing Action:	Re-design site plan to include on-site bicycle parking.
Implementing Condition:	COA TBD
Method of Verification:	Review of revised project plan submittals.
Timing of Verification:	At least 30-days prior to requesting a building/grading permits.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	

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