

**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone:1-855-323-2626

**Contra  
Costa  
County**



March 2, 2021

**John Kopchik**  
Director

**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Amalia Cunningham**  
Assistant Deputy Director

**Kelli Zenn**  
Business Operations Manager

**NOTICE OF PUBLIC REVIEW AND INTENT TO ADOPT A  
PROPOSED MITIGATED NEGATIVE DECLARATION**

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Contra Costa County Department of Conservation and Development, Community Development Division, has prepared an initial study evaluating the potential environmental impacts of the following project:

1. **Project Title:** Panattoni 98,460 square-foot warehouse (Bay Point)
2. **State Clearinghouse Number:** SCH#2017022002
3. **County File Number:** Land Use Permit LP16-2031
4. **Lead Agency:** Contra Costa County, Department of Conservation and Development
5. **Lead Agency Contact Person and Phone Number:** Stan Muraoka, AICP  
(925) 674-7781
6. **Project Location:** 4000 Evora Road in the unincorporated Bay Point area in Contra Costa County (Assessor's Parcel Numbers 099-160-026, 099-160-027)
7. **Applicant's Name, Address, and Phone Number:** Panattoni Development Company, Inc.  
8775 Folsom Blvd., Suite 200  
Sacramento, CA 95826  
(916) 383-3460  
Attn: Sonya Kinz

- 8. Background:** A draft Mitigated Negative Declaration/Initial Study (Mitigated Negative Declaration or MND), State Clearinghouse number SCH #2017022002, was prepared pursuant to applicable California Environmental Quality Act Guidelines for a 225,950 square-foot (sq. ft.) warehouse to be constructed on two adjoining vacant parcels located near the western terminus of Evora Road in the Bay Point area of unincorporated Contra Costa County. The draft MND was made available for a 30-day public review period that started on January 31, 2017 and ended on March 2, 2017. After the public review period closed, the County’s Peer Review Biologist conducted a site visit and reported potential significant adverse environmental impacts of the proposed project on biological resources that had not been included in the MND. Pursuant to CEQA Guidelines Section 15073.5, a revised draft MND was prepared. The revised draft MND was made available for a 30-day public review period that started on May 10, 2017 and ended on June 9, 2017.

On August 7, 2017, the County Zoning Administrator held a public hearing, then adopted the revised MND and the Mitigation Monitoring Program for the project and approved the project. An appeal of the Zoning Administrator decision was filed on August 17, 2017, by DeNova Homes, one of the owners of the Willow Pass Business Park located uphill to the east and southeast, contiguous to the project site. The County Planning Commission held a public hearing on November 8, 2017 and denied the appeal and upheld the Zoning Administrator decision. On November 20, 2017, DeNova Homes filed an appeal of the Planning Commission decision to the County Board of Supervisors. After the filing of the second appeal, both County staff and the project applicant contacted the appellant many times to resolve the appeal. Unfortunately, neither staff nor the applicant were able to reach resolution of the appeal with the appellant. In response to the appellant’s claim that the proposed warehouse was too large and because of the inability to reach a resolution of the appeal with the appellant, the applicant now proposes a 98,460 sq. ft. warehouse in place of the formerly proposed a 225,950 sq. ft. warehouse. The 98,460 sq. ft. warehouse is a 56 percent reduction in the size of the 225,950 sq. ft. originally proposed warehouse. Table 1 provides a comparison of the original 225,950 sq. ft. warehouse and the reduced 98,460 sq. ft. warehouse.

Table 1: Comparison of Original Warehouse and Reduced Warehouse

<b>Item</b>	<b>Proposed Warehouse</b>	<b>Reduced Warehouse</b>
<i>Building Size</i>	<i>225,950 sq. ft.</i>	<i>98,460 sq. ft.</i>
Required Parking	226 parking spaces	99 parking spaces
<i>Project Parking</i>	<i>238 parking spaces</i>	<i>140 parking spaces</i>
Required Loading	6 loading spaces	4 loading spaces
<i>Project Loading</i>	<i>44 truck loading bays</i>	<i>18 truck loading bays</i>
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Bicycle Spaces - Long-term*	16 long-term bicycle spaces	7 long-term bicycle spaces
Bicycle Spaces - Short-term*	12 short-term bicycle spaces	5 short-term bicycle spaces

\* Meets requirements of Off-Street Parking Ordinance

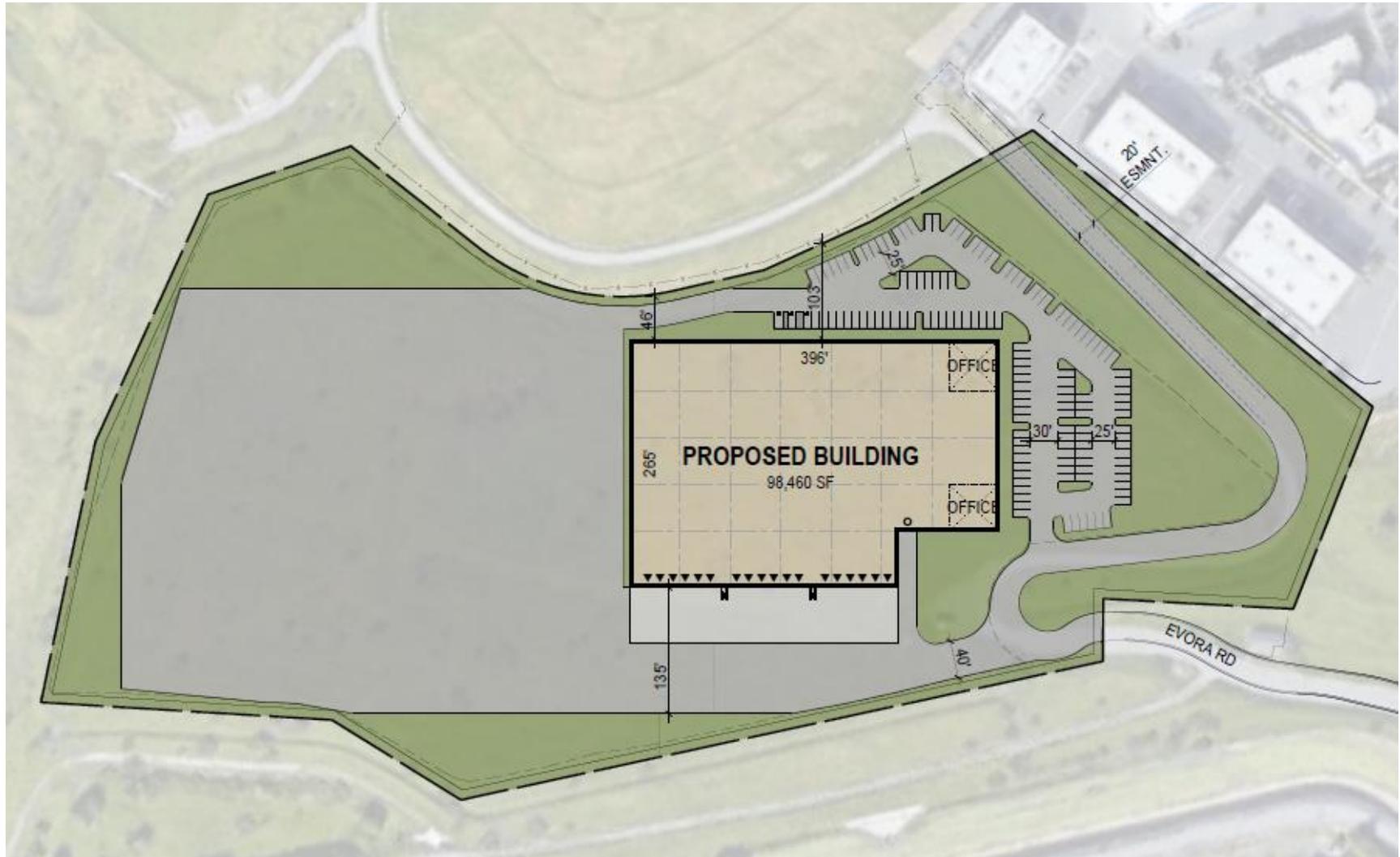
The March 2021 MND is based on the prior 2017 MND SCH #2017022002 and re-evaluates the adverse environmental effects of implementation of a warehouse on the project site. The potential environmental impacts of the 98,460 sq. ft. reduced warehouse are discussed in more detail in the MND. As evaluated in the MND, the 98,460 sq. ft. warehouse would not result in any new significant impacts or increase the severity of an impact identified in the 2017 MND for the 225,950 sq. ft. proposed warehouse.

9. **Description of Project:** The proposed project is the construction and operation of a 98,460 sq. ft. (sq. ft.), 42 feet six-inch tall warehouse structure on two adjoining vacant parcels located northwest of Evora Court at the western terminus of Evora Road (approximate address 4000 Evora Road). Details of the proposed 98,460 sq. ft. warehouse compared to the originally proposed 225,950 sq. ft. warehouse are shown on Table 1 above. The proposed 98,460 sq. ft. warehouse is shown on Figure 1. Evora Court extends from Evora Road onto the project site and provides access to the warehouse along with access through the eastern portion of the site to an offsite water storage tank located northeast of the project site.

The warehouse to be constructed would be of a contemporary modern architectural style with exterior walls of painted concrete panels interspersed with vision glass and tinted glass. Vertical design elements are incorporated along the (primary) north and east elevations. The “working” south elevation is characterized by its row of truck loading bays.

The project would include the following site improvements: a driveway that wraps around the warehouse; parking along the east and north elevations of the building that provide 140 parking spaces; 18 truck loading bays along the southern elevation of the building; trailer storage stalls to the west and south of the warehouse; exterior lighting consisting of building-mounted lights and lighting poles; perimeter and parking lot bio-retention basins and other stormwater drainage improvements that connect to existing onsite drainage swales and an offsite detention basin; and, landscape plantings along the edges of the project site.

The project driveway would be improved to Contra Costa County private street standards. The driveway would connect to Evora Court, a paved private street that provides access to Evora Road.



**FIGURE 1 Conceptual Site Plan**  
Source: Ware Malcomb, 05/13/20

**10. Surrounding Land Uses and Setting:** The 15.42-acre project site is comprised of an 8.49-acre parcel (Assessor's Parcel Number 099-160-026) and an adjoining 6.93-acre parcel (Assessor's Parcel Number 099-160-027). The site is 890 feet northwest of the western terminus of Evora Road, which is 1,500 feet (0.28 mile) southwest of the intersection of Willow Pass Road and Evora Road. The site is relatively flat, with a slope of one percent, and is at an average elevation of 145 feet above sea level. The site is essentially a level terrace sited above a portion of the former Concord Naval Weapons Station to the west and below the developed portion of the Willow Pass Business Park to the east. Two vacant, terraced lots in the Willow Pass Business Park are located to the southeast. Highway 4 borders the site and the Willow Pass Business Park to the south.

The developed portion of the Willow Pass Business Park is uphill to the east of the project site, at an average elevation of 190 feet above sea level. Deed-restricted hillside open space land is located to the north of the site. A 750,000-gallon water storage tank that serves the Willow Pass Business Park is in the open space. At an elevation of 310 feet above sea level, the tank is visible above the Business Park.

A portion of the former Concord Naval Weapons Station is located downhill to the west of the project site, at an average elevation of 80 feet above sea level. The Concord Naval Weapons Station was decommissioned in 2005 and is currently a major reuse project of the City of Concord. The project site is separated from the bulk of the Naval Weapons Station property south by Highway 4. A portion of the 48-mile Contra Costa Canal, at an average elevation of 110 feet above sea level, also lies south and west of the project site.

Since publication of the May 2017 revised draft MND, the project site has remained unchanged since it was evaluated in 2017. Accordingly, the environmental assessments of the site in the 2017 MND continue to be valid. Changes in the assessments have been made to reflect the current 98,460 sq. ft. warehouse. Further, no substantial new development has occurred in the project vicinity. The project site is adjacent to and northwest of seven undeveloped parcels totaling 17.25 acres that are part of the Willow Pass Business Park. Development of a 90,000 sq. ft. private storage warehouse on two of these parcels, Lots 15-16 of the Business Park, is currently pending issuance of a building permit. Development of these parcels has been approved pursuant to Development Plan DP04-3096, the approved final development plan for the Willow Pass Business Park

**11. Determination:** The County has determined that without mitigation the proposed project may result in significant impacts to the environment. Therefore, pursuant to California Code of Regulations Section 15070, a draft Mitigated Negative Declaration has been prepared which identifies mitigation measures to be incorporated into the project that will reduce the impacts to less than significant levels. Prior to adoption of the Mitigated Negative Declaration, the County will be accepting comments on the Mitigated Negative Declaration during a 30-day public comment period.

A copy of the Mitigated Negative Declaration and documents referenced therein may be reviewed by contacting the offices of the Department of Conservation & Development, located at 30 Muir Road in Martinez, during normal business hours.

**Public Comment Period** – The period for accepting comments on the adequacy of the environmental document will extend to **4:00 P.M., Wednesday, April 7, 2021**. Any comments should be submitted in writing to the following address:

Contra Costa County  
Department of Conservation & Development  
**Attn: Stan Muraoka, AICP**  
30 Muir Road  
Martinez, CA 94553

The proposed Mitigated Negative Declaration and the appeal of the County Planning Commission decision on the proposed project will be considered at a meeting of the County Board of Supervisors. The **tentative** hearing date before the Board of Supervisors for consideration of the appeal and the Mitigated Negative Declaration is ***Tuesday, April 27, 2021***. Hearing notices will be sent out prior to the finalized hearing date.

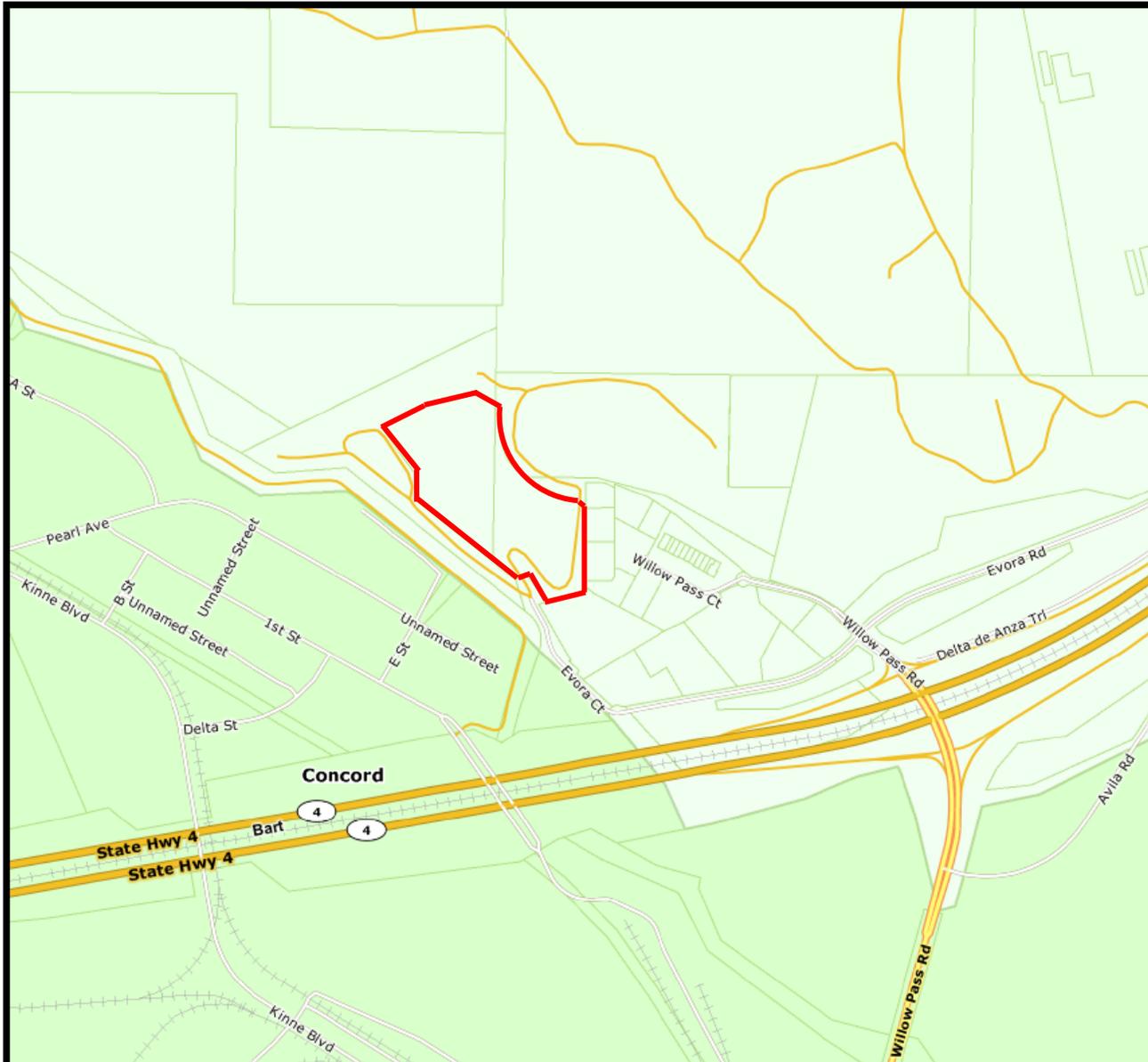
**Additional Information** – For additional information on the Mitigated Negative Declaration, the proposed project, and the appeal. you can contact Stan Muraoka, AICP by telephone at (925) 674-7781, or email at [stanley.muraoka@dcd.cccounty.us](mailto:stanley.muraoka@dcd.cccounty.us)

Sincerely,



Stan Muraoka. AICP  
Principal Planner  
Department of Conservation & Development

cc: County Clerk's Office (2 copies)  
attachments: Vicinity Map



 Project Site



### LP16-2031 Vicinity Map

Scale 1:9,660  
Contra Costa Internet GIS Map  
Printed: Dec 13, 2016 5:15:00 PM



**CEQA ENVIRONMENTAL CHECKLIST FORM (REVISED JANUARY 7, 2019)**

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8775 Folsom Blvd., Suite 200  
Sacramento, CA 95826  
Attn: Sonya Kinz
- 6. General Plan Designation:** LI, Light Industry
- 7. Zoning:** L-I, Light Industrial
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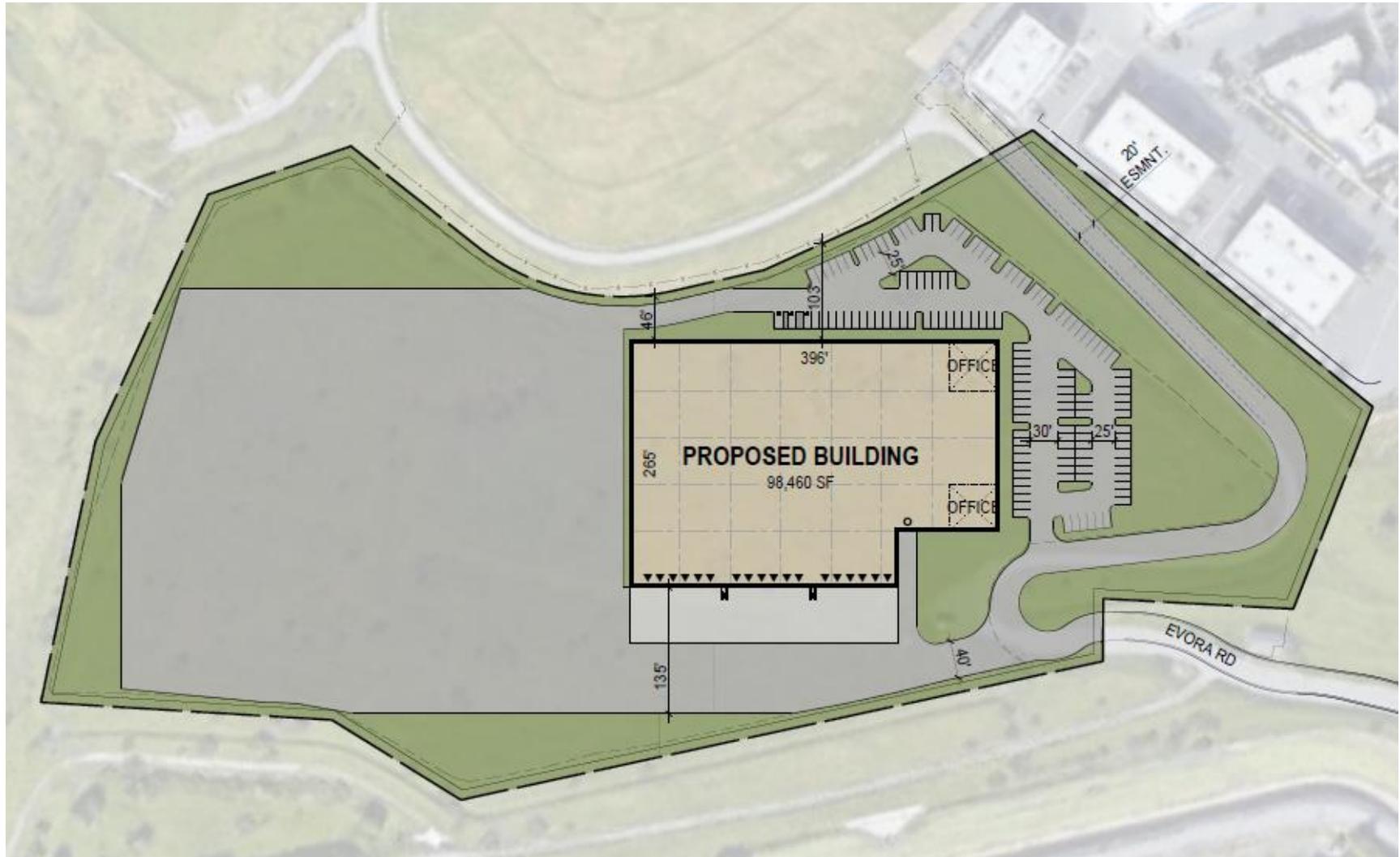
**11. Other public agencies whose approval is required (e.g., permits, financing, approval, or participation agreement):**

Contra Costa Water District  
Delta Diablo Sanitation District

**12. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

In accordance with Section 21080.3.1 of the California Public Resources Code, a Notice of Opportunity to Request Consultation was sent via email on March 2, 2021 to the Wilton Rancheria, the one California Native American tribe that has requested notification of proposed projects. Pursuant to Section 21080.3.1(d), there is a 30-day time period for the Wilton Rancheria to either request or decline consultation in writing for this project. On March 2, 2021, staff received an email from the Wilton Rancheria, stating that the Wilton Rancheria has no concerns about the proposed project.

Previously, the Wilton Rancheria had requested consultation in response to a consultation notice for a different project that led to a meeting between staff and a representative of the Wilton Rancheria. At that meeting, a tentative agreement was reached between staff and the Wilton Rancheria that the Native American tribe will be notified of any discovery of cultural resources or human remains on the site. Subsequently, the Native American Heritage Commission (NAHC) requested that pursuant to State law, the NAHC shall be notified of any discovery of human remains rather than the Native American tribe. Standard Contra Costa County Department of Conservation and Development, Community Development Division (CDD) Conditions of Approval – see Conditions of Approval A and B in Section 5 (Cultural Resources) of this Environmental Checklist – provide for notice to the Wilton Rancheria of any discovery of cultural resources and notice to the NAHC of any discovery of human remains on the site. Any future construction activity on the project site would be subject to CDD Conditions of Approval A and B.



**FIGURE 1 Conceptual Site Plan**  
Source: Ware Malcomb, 05/13/20

### Environmental Factors Potentially Affected

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

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics                 | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources       | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Energy                             |
| <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                     | <input type="checkbox"/> Tribal Cultural Resources          |
| <input type="checkbox"/> Utilities/Services Systems | <input type="checkbox"/> Wildfire                           | <input type="checkbox"/> Mandatory Findings of Significance |

### Environmental Determination

On the basis of this initial evaluation:

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



Stan Muraoka, AICP  
Principal Planner  
Contra Costa County  
Department of Conservation & Development

March 8, 2021

Date

## ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>1. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<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"/>

**SUMMARY:**

- a) *Would the project have a substantial adverse effect on a scenic vista? (No impact)*

Figure 9-1 (Scenic Ridges & Waterways) of the General Plan Open Space Element identifies the designated scenic ridgeways in the County. The project site is not located near any scenic ridgeways. Thus, the proposed project would not affect any views of any scenic ridgeways.

- b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? (Less than significant with mitigation)*

The project site is located 890 feet north of Highway 4, which is a designated scenic highway between Interstate 80 and Willow Pass Road - Port Chicago Highway, as identified on Figure 5-4 (Scenic Routes Map) of the General Plan Transportation and Circulation Element. The site is visible from the scenic highway portion of Highway 4 as a level terrace below and west of the structures and landscaping of the Willow Pass Business Park. The proposed project would include a 396-foot

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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long, 42-foot six-inch tall warehouse with a driveway that wraps around the structure. As shown on the original project plans, the project also includes a row of 35 Afghan pine trees (*Pinus eldarica*), spaced 30 feet apart along the southern edge of the driveway to mask the warehouse in offsite views from the south. When mature, an Afghan pine tree is 30-50 feet tall and 25-30 feet wide. Thus, at maturity, the tree row would be visible from Highway 4 and much of the warehouse would be hidden from view by the trees. This view would be compatible with existing views of the Willow Pass Business Park. With fully implemented landscaping, the project impact on Highway 4 scenic resources would be less than significant; however, if the landscaping is not fully implemented, the warehouse would be clearly seen in views from the south and would be noticeably different from its setting and from the buildings in the Willow Pass Business Park. This could be a **potentially significant adverse environmental impact on Highway 4 scenic resources**. Consequently, the applicant is required to implement the following mitigation measures, to ensure full implementation of the Afghan pine landscape plantings.

***Aesthetics 1:*** *The following measures are intended to ensure full implementation of the Afghan pine landscaping along the southern edge of the driveway south of the warehouse structure.*

1. *Final Landscaping and Irrigation Plan: Prior to issuance of a grading or building permit, whichever occurs first, the applicant shall submit a final landscaping and irrigation plan prepared by a licensed arborist or landscape architect for review and approval by the Contra Costa County Department of Conservation and Development, Community Development Division (CDD). The plan shall provide for the planting of a minimum of 35 Afghan pine trees of a minimum 24-inch box size. Consideration shall be given to adequate screening of the future warehouse from offsite viewpoints. The plan shall comply with the State’s Model Water Efficient Landscape Ordinance or the County’s Water Efficient Landscape Ordinance, if the County’s Ordinance has been adopted. Verification of compliance with the Water Efficient Landscape Ordinance shall accompany the plan. The plan shall also include an estimate prepared by a licensed landscape architect, arborist, or landscape contractor of the materials and labor costs to complete the improvements (accounting for supply, delivery, and installation of trees and irrigation). The plan shall be implemented prior to final building inspection.*
  
2. *Required Security to Assure Completion of Plan Improvements: A security deposit shall be required to ensure that the approved landscaping and irrigation plan is implemented and that the Afghan pines become established. Prior to the issuance of a grading or building permit, whichever occurs first, the applicant shall submit a security that is acceptable to the CDD. The security shall be the amount of the approved cost estimate described in mitigation measure #1 above plus a 20% inflation surcharge.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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3. *Initial Deposit for Processing of Security: The applicant shall pay fees to cover all staff time and materials costs for processing the required security. At the time of submittal of the security, the applicant shall pay an initial processing fee deposit of \$100.00.*
4. *Duration of Security: When the landscaping and irrigation have been installed, the applicant shall submit a letter to the CDD to be composed by the landscape architect, arborist, or landscape contractor, verifying that the installation has been completed in accordance with the approved landscaping and irrigation plan. The County may retain the security for up to 24 months beyond the date of receipt of this letter.*

*At 12- and 24-months following completion of implementation of the plan, the applicant shall arrange for the consulting arborist to inspect the trees and to prepare a report on the trees' health. The report shall be submitted for review by the CDD and shall include any additional measures necessary for preserving the health of the trees. These measures shall be implemented by the applicant. Any Afghan pine tree that dies within the first two years of being planted shall be replaced by another Afghan pine tree of the same size.*

Implementation of these mitigation measures would reduce the impact on scenic resources to a less than significant level.

- c) *In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? **(Less than significant with mitigation)***

The area surrounding the project site is comprised of predominantly open space, except for the Willow Pass Business Park that is adjacent to and uphill to the east of the site. As described in Environmental Checklist Section 1.b above, the proposed project will alter views from the south, including from the scenic highway portion of Highway 4, of the terraced, vacant land with a row of Afghan pine trees and glimpses of the large warehouse behind the trees. In views from the north and east, the proposed warehouse incorporates vertical design elements that break up the mass of the structure. Further, as shown on the original project plans, landscape plantings would soften views of the warehouse from private property to the north and east, including both deciduous trees such as Chinese pistache (*Pistacia c. 'Keith Davy'*), Shumard oak (*Quercus shumardii*), Valley oak (*Quercus lobata*), and Purple robe tree (*Robinia a. 'Purple Robe'*), and evergreen trees such as Interior live oak (*Quercus wislizenii*), and the Marina tree (*Arbutus 'Marina'*). Although future views of project site from these locations would change, these offsite views would be comparable to offsite views of the Willow Pass Business Park, and therefore, project impacts to views from private offsite locations to the north and east would be less than significant. However, views of the large warehouse from the

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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south could be a potentially significant adverse environmental impact if the landscaping is not fully implemented as **the proposed project could be in conflict with Scenic Route Policies in the General Plan Transportation and Circulation Element**, such as Policy 5-47: “*scenic corridors shall be maintained with the intent of protecting attractive natural qualities adjacent to various roads throughout the county*” and Policy 5-49: “*scenic views observable from scenic routes shall be conserved, enhanced, and protected to the extent possible*”. Consequently, the project sponsor is required to implement mitigation measures in **Aesthetics 1** above.

Implementation of the mitigation measures would reduce the potential conflict with General Plan Scenic Route Policies to a less than significant level.

- d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Less than significant)*

The original 225,950 sq. ft. project included 33 26-foot-tall light poles and 13 lights mounted on the building at a height of 22 feet to provide exterior lighting of the driveway, parking areas, loading bays, and truck stalls. The project sponsor submitted a photometric plan that shows the lighting to be directed downward and away from adjacent areas, with minimal light spill-over. Lighting in the north parking area would have a maximum illuminance of 6.27 foot candles per square foot (fc) and in the east parking area would have a maximum illuminance of 6.21 fc. Lighting in the south truck loading area would have a maximum illuminance of 5.43 fc. This level of lighting would occur during night-time warehouse operational hours. During hours of minimal warehouse activity when loading and unloading activities would not occur, estimated to be typically between 10:00 p.m. and 3:00 a.m., some of the light standards would remain lit for security. The security lighting would have a maximum illuminance in the north parking lot of 1.02 fc, in the east parking lot of 1.00 fc, and in the truck loading area of 0.27 fc. These lighting levels are consistent with recommended levels of lighting for safety of commercial/industrial building exterior areas. The lighting would be visible at night behind and through the row of Afghan trees; however, direct lighting would be almost entirely contained on the project site. The reduced warehouse project would have fewer building mounted lights; however, for security, would include levels of lighting comparable to the original project. With the proposed project, night views of the site from offsite locations would be comparable to night views of the Willow Pass Business Park. Accordingly, the impact on nighttime views would be less than significant.

**Sources of Information**

- Site visits conducted by County staff, November and December 2016, January 2021.
- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans)*.
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan*.
- Energy Trust of Oregon, 2013. *Footcandle Light Guide*.

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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- Contra Costa County General Plan, 2005-2020, *Open Space Element*.
- Contra Costa County General Plan, 2005-2020, *Transportation and Circulation Element*.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>2. AGRICULTURAL AND FOREST RESOURCES – Would the project:</b>				
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 agricultural 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY:**

- 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? (No impact)*

As shown on the California Department of Conservation’s *Contra Costa County Important Farmland 2016* map, the project site is designated as grazing land and does not contain farmland designated “Prime”, “Unique”, or of “Statewide Importance”. Construction of the project would therefore not result in any impacts related to the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide importance to a non-agricultural use.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No impact)*

The project site is in the L-I Light Industrial District and is not under a Williamson Act contract.

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- c) *Would the project 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) or 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)?* **(No impact)**

The project site is not considered forest land as defined by California Public Resources Code Section 12220 (g) or timberland as defined by California Public Resources Code Section 4526. The project site is in the L-I Light Industrial District and the proposed use of the project site for a warehouse is allowed in this zoning district with a land use permit. Construction of the warehouse would not result in the conversion or loss of forest resources.

- d) *Would the project involve or result in the loss of forest land or conversion of forest land to non-forest use?* **(No impact)**

The project site is not considered forest land, as discussed above.

- 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?* **(No impact)**

The project site is not currently used for agricultural production, and therefore, development of the project would not involve changes to the existing environment, which due to their location or nature would result in conversion of farmland to non- agricultural use. Furthermore, the project site has a General Plan Land Use designation of LI, Light Industry and is zoned as L-I Light Industrial, and the proposed project can be developed on the site with a land use permit. Thus, development of the project would not contribute indirectly to the conversion of adjacent farmland.

**Sources of Information**

- California Department of Conservation, Division of Land Resource Protection, 2018. *Contra Costa County Important Farmland 2016*.
- Contra Costa County Code, Title 8. Zoning Ordinance.
- Contra Costa County General Plan 2005-2020. *Land Use Element*.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>3. AIR QUALITY – Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) ***Would the project conflict with or obstruct implementation of the applicable air quality plan? (No impact)***

Contra Costa County is within the San Francisco Bay air basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD) pursuant to the *2017 Bay Area Clean Air Plan: Spare the Air, Cool the Climate*. The purpose of the *Clean Air Plan* is to bring the air basin into compliance with the requirements of federal and State air quality standards and achieve greenhouse gas reduction targets for 2030 and 2050.

The proposed project would result in the future construction of a 98,460 sq. ft. warehouse structure on the project site. This construction would take place in a L-I Light Industrial District that allows warehouse development with a land use permit within the urbanized portion of the County, and therefore, would not be in conflict with the *Clean Air Plan* or obstruct its implementation.

- b) ***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? (Less than significant)***

The May 2017 BAAQMD CEQA Guidelines provide guidance on evaluation of air quality impacts with adopted thresholds of significance for emissions of criteria air pollutants and pollutant pre-cursors during project construction and during project operation. The proposed 98,460 sq. ft. warehouse would not exceed the operational screening criteria of 864,000 square feet or the construction-related screening criteria of 259,000 square feet.

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As described in Environmental Checklist Section 8 (Greenhouse Gas Emissions), the proposed project exceeds the 64,000-sq. ft. operational screening criteria for greenhouse gas (GHG) emissions. In 2017, the project GHG consultant, Raney Planning and Management, Inc., completed a GHG analysis for the 225,950 sq. ft. warehouse using the CalEEMod (California Emissions Estimator Model) Version 2016.3.1 statewide model. Raney Planning also completed an analysis of the construction and operational emissions of the proposed project using the CalEEMod emissions estimator model. Tables 2 and 3 show the results of the CalEEMod analysis.

**Table 2: Maximum Unmitigated Construction Emissions (225,950 sq. ft. warehouse)**

Pollutant	BAAQMD Thresholds of Significance		Project Emissions		Exceeds Threshold?
	lbs/day		lbs/day		
ROG	54		22.72		No
NOx	54		52.35		No
PM <sub>10</sub> (exhaust)	82		2.88		No
PM <sub>10</sub> (fugitive)	n.a.		18.21		n.a.
PM <sub>2.5</sub> (exhaust)	54		2.65		No
PM <sub>2.5</sub> (fugitive)	n.a.		9.97		n.a.

Source: CalEEMod, January 2017

**Table 3: Maximum Unmitigated Operational Emissions (225,950 sq. ft. warehouse)**

Pollutant	BAAQMD Thresholds of Significance		Project Emissions		Exceeds Threshold?
	lbs/day	tons/yr	lbs/day	tons/yr	
ROG	54	10	7.70	1.36	No
NOx	54	10	10.49	1.86	No
PM <sub>10</sub> (exhaust)	82	15	0.12	0.02	No
PM <sub>10</sub> (fugitive)	n.a.	n.a.	6.61	1.16	n.a.
PM <sub>2.5</sub> (exhaust)	54	10	0.12	0.02	No
PM <sub>2.5</sub> (fugitive)	n.a.	n.a.	1.77	0.31	n.a.

Source: CalEEMod, January 2017

As illustrated in the preceding tables, the originally proposed 225,950 sq. ft. warehouse would not exceed any threshold of significance. Thus, the proposed 98,460 sq. ft. warehouse, including

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construction of and subsequent operation, would also not exceed any threshold of significance and would have a less than significant adverse environmental impact on any air quality standard.

- c) *Would the project expose sensitive receptors to substantial pollutant concentrations? (Less than significant)*

Sensitive receptors would be persons, who by either age (e.g., children and elderly persons), and/or pre-existing health conditions, and/or proximity to emission sources, and/or duration to exposure are considered to be more sensitive than others to air pollutants. Accordingly, schools, hospitals, convalescent homes, and residential areas are considered sensitive to air pollutants.

Construction and occupancy of the warehouse would not be expected to cause any localized emissions that could expose sensitive receptors (e.g., residences, schools) to unhealthy long-term air pollutant levels, since there are no sensitive receptors within a quarter mile of the project site. The nearest sensitive receptors are homes in Clyde that are 0.9 miles west of the site. Thus, the project would have a less than significant adverse environmental impact on any sensitive receptor due to pollutant concentrations.

- d) *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? (Less than significant)*

The proposed project would not contain any major sources of odor and would not be located in an area with existing odors. During construction and grading, diesel powered vehicles and equipment used on the site could create localized odors. These odors would be temporary and would not affect a substantial number of people due to the distance of sensitive receptors from the project site, as explained above. Thus, the project would have a less-than-significant impact in terms of odors.

**Sources of Information**

- Bay Area Air Quality Management District, 2017. *Bay Area Clean Air Plan: Spare the Air, Cool the Climate.*
- Bay Area Air Quality Management District, 2017. *California Environmental Quality Act Air Quality Guidelines, May 2017.*
- Raney Planning and Management, Inc., received January 27, 2017. *Air Quality Impact and Greenhouse Gas Analysis, Evora Road Warehouse Project.*
- Contra Costa County Code, Title 8, Zoning Ordinance.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>4. BIOLOGICAL RESOURCES – Would the project:</b>				
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, and 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 state or federally protected wetlands (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 wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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, Natural Community 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"/>

**SUMMARY:**

- 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? (Less than significant with mitigation)*

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As reported by LSA in its August 2005 Initial Study for the Willow Pass Business Park, the project site and adjacent land in the Willow Pass Business Park had been graded following annexation of the area to the Delta Diablo Sanitation District. Subsequently, a distribution center on the project site was approved in March 2003; however, the distribution center was never constructed, and the site reverted to a vegetated state. In March 2017, the County’s Peer Review Biologist, Monk & Associates (M&A) conducted a site visit and found non-native grasses and forbs (broad-leaved plants) standing approximately 6-12 inches high, across the entire project site. In a January 2021 site visit, staff confirmed that no changes have occurred on the project site and that it remains essentially in the same state as during the M&A site visit. In March 2017, M&A made the following observations:

*Herbaceous species observed included rip gut grass (Bromus diandrus), cut-leaf geranium (Geranium dissectum), rattail fescue (Festuca myuros), fox tail barley (Hordeum murinum leporinum), bur clover (Medicago polymorpha), yellow star thistle (Centaurea solstitialis), and rose clover (Trifolium hirtum). A few native wildflowers were observed onsite as well such as bicolored lupine (Lupinus bicolor), purple owl’s clover (Castilleja exserta) and the native shrub coyote brush (Baccharis pilularis) which is a disturbance species that readily establishes where grading or other soil disturbances have occurred.*

*At the time of M&A’s site visit the constructed grassy swales lining the northern, western and eastern project site perimeter had varying degrees of standing water. The eastern-most swale was dry along much of its length and was heavily vegetated with upland grass species. At the project site’s northeastern corner this swale had three inches of standing water and an overstory of arroyo willow (Salix lasiolepis) and Fremont cottonwood trees (Populus fremontii) which appeared to be about 10 years old. Sierra tree frog (Pseudacris sierrae) larvae were present in the water. In this inundated location, which only occurred where the riparian tree species were growing, the swale’s ordinary high water mark was between two feet and four feet wide.*

*The project site provides nesting and foraging habitat for a variety of passerine bird (song bird) species such as the red-winged blackbird (Agelaius phoeniceus), Brewer’s blackbird (Euphagus cyanocephalus), western meadowlark (Sturnella neglecta), house finch (Haemorhous mexicanus), and lesser goldfinch (Spinus psaltria), all of which were observed onsite. A few California ground squirrels (Otospermophilus beechyi) and their burrows were also observed during the survey, as were Botta’s pocket gopher (Thomomys bottae) burrows. Western fence lizards (Sceloporus occidentalis) were observed sunning themselves along the rock spillways lining the constructed swales. The cottonwood and willow trees are too small to provide nesting habitat for raptors (birds of prey) but provide passerine bird nesting habitat.*

Donaldson Associates (DA), in an Initial Study completed on the project site and the adjoining Willow Pass Business Park in February 2002, reported that “[i]n the course of focused botanical surveys conducted on April 13, April 21, and August 17, 2000, no federally or state-listed Endangered

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or Threatened plants or other special status plan species were detected". As reported by M&A in 2017, due to the grading that had occurred on the project site, native vegetation that may have occurred on the site was removed and any burrowing animals that had been present on the site were displaced, as the grading collapsed and/or filled the burrows. Also, as described above, M&A found primarily herbaceous plant species on the site. Accordingly, M&A concluded in 2017 that the site does not currently provide habitat for special status plants.

Regarding special status wildlife species, DA reported in the 2002 Initial Study that a site assessment was conducted for the presence of the California tiger salamander (*Ambystoma californiense*) (CTS) in June 2000 on the project site and in ponds within one mile of the site, and no evidence of CTS or CTS larvae were found. M&A reported in 2017 that all CTS records are south of Highway 4 and that Highway 4 and the Contra Costa Canal form barriers to CTS migration. Thus, M&A concluded that it was extremely unlikely that CTS could migrate onto the site, and that further, that the condition of the previously graded site and the absence of aquatic habitats suitable for breeding make it unlikely that CTS would occur on the site.

DA conducted an assessment of the potential for other wildlife species of concern that could occur within the project vicinity. DA concluded that suitable habitat was present on the site for the western burrowing owl (*Athene cunicularia hypugaea*), the California horned lark (*Eremophila alpestris actia*), and the loggerhead shrike (*Lanius ludovicianus*).

DA reported that a preconstruction survey was conducted onsite in March 2001 for western burrowing owls and no owls or signs of owls were found on the site; however, DA stated that suitable habitat for burrowing owls was present on the site. M&A reported in 2017 that off-site mitigation for the loss of burrowing owl habitat was completed, which involved the purchase of 6.5 acres of mitigation credit at the Haera Wildlife Conservation Bank, managed by Wildlands, Inc. M&A stated that due to the current condition of the formerly graded site with a relatively dense cover of herbaceous plant species that makes visibility low for ground dwelling birds such as the burrowing owl, it was highly unlikely that burrowing owls would nest on the project site; however, M&A also noted that, while no burrowing owls were observed on the project site, there are a few California ground squirrel burrows on the site that provide nesting habitat and the western burrowing owl is highly mobile, and therefore, there could be a **potentially significant adverse environmental impact on western burrowing owls** if it moves onto the site prior to site development. As a result, the project sponsor is required to implement the following mitigation measures, to preclude project impacts on burrowing owls.

**Biology 1:** The following measures are required to preclude or reduce to less than significant levels, adverse impacts on western burrowing owls.

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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1. *A preconstruction survey for western burrowing owls shall be conducted if work onsite will take place between February 1 and August 31. CDFW Staff Report 2012 (California Department of Fish and Game, Staff report on burrowing owl mitigation. March 7, 2012. 15 pages plus appendices.) states that take avoidance (preconstruction) surveys shall be conducted 14 days prior or less to initiating ground disturbance. As burrowing owls may recolonize a site after only a few days, time lapses between project activities trigger subsequent take avoidance surveys including but not limited to a final survey conducted within 24 hours prior to ground disturbance to ensure absence. If no owls are found during these surveys, no further regard for the burrowing owl would be necessary.*
  
2. *Burrowing owl surveys shall be conducted by walking the entire project site and (where possible) in areas within 150 meters (approx. 500 feet) of the project impact zone. The 150-meter buffer zone is surveyed to identify burrows and owls outside of the project area which may be impacted by factors such as noise and vibration (heavy equipment) during project construction. Pedestrian survey transects shall be spaced to allow 100 percent visual coverage of the ground surface. The distance between transect center lines should be 7 meters to 20 meters and should be reduced to account for differences in terrain, vegetation density, and ground surface visibility. Poor weather may affect the surveyor's ability to detect burrowing owls thus, avoid conducting surveys when wind speed is greater than 20 kilometers per hour and there is precipitation or dense fog. To avoid impacts to owls from surveyors, owls and/or occupied burrows shall be avoided by a minimum of 50 meters (approx. 160 ft.) wherever practical to avoid flushing occupied burrows. Disturbance to occupied burrows shall be avoided during all seasons.*
  
3. *If burrowing owls are detected on the site, the following restricted activity dates and setback distances are required, as recommended in CDFW Staff Report 2012.*
  - a. *From April 1 through October 15, low disturbance and medium disturbance activities shall have a 200-meter buffer while high disturbance activities shall have a 500-meter buffer from occupied nests.*
  
  - b. *From October 16 through March 31, low disturbance activities shall have a 50-meter buffer, medium disturbance activities shall have a 100-meter buffer, and high disturbance activities shall have a 500-meter buffer from occupied nests.*
  
  - c. *No earth-moving activities or other disturbance shall occur within the afore-mentioned buffer zones of occupied burrows. These buffer zones shall be fenced as well. If burrowing owls were found in the project area, a qualified biologist shall delineate the extent of burrowing owl habitat on the site.*

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4. *In accordance with CDFW Staff Report 2012, if burrowing owls were found nesting onsite, credits shall have to be purchased from a mitigation bank to offset the project’s habitat loss on the burrowing owl. This shall be developed in coordination with CDFW and CDD.*

Implementation of these mitigation measures would reduce the impact on burrowing owls to a less than significant level.

The California horned lark and the loggerhead shrike are passerine bird species that are included on the April 2017 California Department of Fish and Wildlife (CDFW) California Natural Diversity Database, Special Animals List. Although M&A did not observe any individuals of either species, both species are known to inhabit grassland habitats, and the loggerhead shrike has been found in habitats that have been extensively altered. M&A noted that the ruderal habitats on the project site could provide suitable nesting habitat for passerine birds, and therefore, there could be a **potentially significant adverse environmental impact on California horned larks and/or loggerhead shrikes** if the species move onto the site prior to site development. Accordingly, the project sponsor is required to implement the following mitigation measures, to preclude project impacts on California horned larks and loggerhead shrikes.

**Biology 2:** *The following measures are required to preclude or reduce to less than significant levels, adverse impacts on California horned larks and loggerhead shrikes.*

1. *If project site grading or construction will take place during the nesting season (February 1 through August 31), a nesting survey should be conducted on the project site and within a zone of influence around the project site 15 days prior to commencing with the work. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise (for example, along the pond and detention basin and adjacent slopes).*
2. *If the California horned lark and/or loggerhead shrike are identified nesting on the project site or within a zone of influence, a non-disturbance buffer of 100 feet shall be established or as otherwise prescribed by a qualified ornithologist after observing the birds and determining how acclimated they are to disturbance. The buffer shall be demarcated with orange construction fencing. The ornithologist shall prepare a report on the finding(s) and implementation of mitigation(s) to CDD.*
3. *Nesting buffers shall be maintained until August 1st unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1, the qualified ornithologist conducting the nesting surveys should prepare a report that provides the details about the nesting outcome and the*

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*removal of the buffers. This report should be submitted to the CDD prior to the time that nest protection buffers are removed.*

Implementation of these mitigation measures would reduce impacts on California horned larks and loggerhead shrikes to less than significant levels.

The proposed project includes landscaping that would be installed along the perimeter of the site and within the parking areas. The landscaping would consist of native and/or drought-tolerant trees, shrubs, and groundcovers. However, some of the proposed landscaping shrubs and groundcovers, including Cotoneaster and Penisetum, have been identified by the Contra Costa Water District (CCWD) as invasive species that could become established in offsite habitat areas. Thus, there could be a **potentially significant adverse environmental impact due to the introduction of invasive plant species**. Consequently, the project sponsor is required to implement the following mitigation measure, to preclude offsite establishment of invasive plant species.

***Biology 3:*** *Prior to issuance of a grading or building permit, whichever occurs first, the applicant shall submit a final landscaping and irrigation plan prepared by a licensed arborist or landscape architect for review and approval by the CDD. The plan shall not include any plant species identified as invasive. The plan shall comply with the State’s Model Water Efficient Landscape Ordinance or the County’s Water Efficient Landscape Ordinance, if the County’s Ordinance has been adopted. Verification of compliance with the Water Efficient Landscape Ordinance shall accompany the plan. The plan shall be implemented prior to final building inspection.*

Implementation of the mitigation measure would reduce the impact of invasive plant species to a less than significant level.

- 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, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? **(Less than significant with mitigation)***

In its 2002 Initial Study, DA identified two freshwater seeps and associated unvegetated swales on the property that was annexed into the Delta Diablo Sanitation District and fall under the jurisdiction of CDFW and the U.S. Army Corp of Engineers. Accordingly, Thomas/DeNova, the owner/developer of the Willow Pass Business Park entered into a Lake and Streambed Alteration Agreement with CDFW in September 2002. The Agreement allowed the filling of the freshwater seeps and associated unvegetated swales, and the creation of a freshwater pond and a detention basin offsite to the northwest of the project site, a sedimentation basin offsite near the northeast corner of the site, and grassy swales as mitigation. Portions of the grassy swales are on the project site.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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As described by LSA in its 2005 Initial Study, one of the constructed swales was lined with concrete because of engineering constraints. As a result, as directed by the CDFW May 2003 Streambed Alteration Agreement Amendment, Thomas/DeNova donated \$5,000 to Save Mount Diablo, a Contra Costa County non-profit land trust, for the sole purpose of wetland/ riparian habitat acquisition. Subsequent to the Amendment, Thomas/DeNova submitted a check for \$5,000 to Save Mount Diablo on December 5, 2003.

As reported by M&A above, the constructed grassy swales lining the northern, western, and eastern perimeter of the project site had varying levels of standing water at the time of the March 2017 site visit. M&A also found an overstory of riparian tree species (arroyo willow and Fremont cottonwood) that appeared to be ten years old and observed Sierra tree frog larvae. M&A biologists found where the offsite sediment basin’s spillway enters the project site and traced the swales to where they enter the detention basin inlet structure located at the northwest corner of the property. The inlet structure leads to a detention basin located northwest of the site. Consequently, there could be a **potentially significant adverse environmental impact on the onsite riparian habitat associated with the grassy swales**. Accordingly, the project sponsor is required to implement the following mitigation measures, to preclude project impacts on the riparian habitat.

**Biology 4:** *The following measures are required to preclude or reduce to less than significant levels, adverse impacts on the onsite riparian habitat associated with the grassy swales.*

1. *Prior to issuance of a grading or building permit, whichever occurs first, the applicant shall submit a final landscaping and irrigation plan prepared by a licensed arborist or landscape architect for review by the County’s Peer Review Biologist and review and approval by the CDD. The plan shall be designed to protect and preserve the onsite riparian habitat associated with the grassy swales, including the established riparian trees.*
  
2. *Prior to the issuance of a grading or building permit, whichever occurs first, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) for review and approval by the CDD and by the Department of Public Works. The SWPPP shall include, at a minimum, placement of silt fencing and wildlife friendly hay wattles (i.e., wattles without monofilament netting) around the perimeter of the project site wherever the grassy swales occur prior to initiating site work. Orange construction fencing shall also be installed between the grassy swales, offsite detention basin and mitigation pond and the project site to ensure that construction equipment is not driven into these sensitive habitats. The construction fencing shall be shown on all construction documents.*

Implementation of the mitigation measures would reduce the impact on the onsite riparian habitat to a less than significant level.

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

In August 2001, the U.S Army Corps of Engineers made a determination that the freshwater seeps and drainages on the property that was annexed into the Delta Diablo Sanitation District had no direct connection to any navigable water or tributaries and were not subject to Section 404 of the Clean Water Act. Subsequently, as described above Thomas/DeNova entered into a September 2002 Lake and Streambed Alteration Agreement with CDFW in order to grade the site and fill the two freshwater seeps and associated unvegetated swales on the project site and adjacent land in the Willow Pass Business Park. As reported by M&A, the grassy swales along the northern, western, and eastern perimeter of the project site support riparian tree species, such that the swales, together with the offsite detention basin and freshwater pond, both located northwest of the site, could meet the Corps criteria as “waters of the United States” pursuant to Section 404 of the Clean Water Act which also likely makes them “waters of the State” under the jurisdiction of the Regional Water Quality Control Board pursuant to Section 401 of the Clean Water Act. Accordingly, project construction could have a **potentially significant adverse environmental impact on the potentially federally protected onsite riparian habitat**. Accordingly, the project sponsor is required to implement the mitigation measures in **Biolog 4** above, to preclude project impacts on the riparian habitat.

Implementation of the mitigation measures would reduce the impact on the potentially federally protected onsite riparian habitat to a less than significant level.

- 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 wildlife nursery sites? (Less than significant with mitigation)*

As discussed in Environmental Checklist Section 4.a above, coyote brush bushes, willow and cottonwood trees, and ruderal herbaceous habitats exist on the project site. The onsite habitats could provide suitable nesting sites for both tree nesting and ground nesting passerine birds. Actively nesting passerine birds, their eggs and young are protected under California Fish and Game Code Sections 3503 and 3503.5, and under the Migratory Bird Treaty Act of 1918. Accordingly, there would be a **potentially significant adverse environmental impact on nesting birds during project construction**. Consequently, the applicant is required to implement the following mitigation measures:

**Biolog 5:** *The following measures are required to preclude or reduce to less than significant levels, adverse impacts on nesting birds. The measures may be implemented concurrently with the measures in Biolog 2 above.*

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1. *If project site grading or construction will take place during the nesting season (February 1 through August 31), a nesting survey should be conducted on the project site and within a zone of influence around the project site 15 days prior to commencing with the work. The zone of influence includes those areas off the project site where birds could be disturbed by earth-moving vibrations or noise (for example, along the pond and detention basin and adjacent slopes).*
  
2. *If common (non-special status) birds are identified nesting on or adjacent to the project site, a non-disturbance buffer of 75 feet shall be established or as otherwise prescribed by a qualified ornithologist. The buffer should be demarcated with orange construction fencing. The ornithologist shall prepare a report on the finding(s) and implementation of mitigation(s) to CDD.*
  
3. *If special-status passerine birds are identified nesting on the project site or within a zone of influence, a non-disturbance buffer of 100 feet shall be established or as otherwise prescribed by a qualified ornithologist after observing the birds and determining how acclimated they are to disturbance. The buffer shall be demarcated with orange construction fencing. The ornithologist shall prepare a report on the finding(s) and implementation of mitigation(s) to CDD.*
  
4. *Nesting buffers shall be maintained until August 1st unless a qualified ornithologist determines that young have fledged and are independent of their nests at an earlier date. If buffers are removed prior to August 1, the qualified ornithologist conducting the nesting surveys should prepare a report that provides the details about the nesting outcome and the removal of the buffers. This report should be submitted to the CDD prior to the time that nest protection buffers are removed.*

Implementation of these mitigation measures would reduce the impact on the nesting birds to a less than significant level.

- e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **(No impact)***

The Contra Costa County Tree Protection and Preservation Ordinance provides for the protection of certain trees by regulating tree removal while allowing for reasonable development of private property. On any developable, undeveloped property, the Ordinance requires tree alteration or removal to be considered as part of the project application. Tree removal is not included in the land use permit application. CDD staff will apply the Tree Protection and Preservation Ordinance when evaluating the project plans, including the preliminary landscape plan, and will determine if any

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing trees on the project site will be affected by project construction. As a result of CDD staff applying the Tree Protection and Preservation Ordinance to the proposed project, there would be no conflict with the Ordinance.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (No impact)*

There is one adopted habitat conservation plan in Contra Costa County, the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP), which was approved in May 2007 by the East Contra Costa County Habitat Conservancy, comprised of the cities of Brentwood, Clayton, Oakley, and Pittsburg, and Contra Costa County. The HCP/NCCP establishes a coordinated process for permitting and mitigating the incidental take of endangered species in East Contra Costa County. The Bay Point area is outside of the covered area for the HCP/NCCP, and therefore, the proposed project would not affect the HCP/NCCP.

**Sources of Information**

- Barnett Environmental, received July 14, 2016. *Biological/Wetland Resources Constraints Analysis of 15.42 acres (APNs 099-160-026-3 and 099-160-027-1).*
- Monk & Associates, 2017. *Peer Review Study for Contra Costa County’s SCH2017022002 MND, Proposed Warehouse at 4000 Evora Road (approximate address), Concord, California.*
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*
- Donaldson Associates. 2002. *Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- Wildlands, Inc. and Thomas/DeNova LLC, 2004. *Haera Wildlife Conservation Bank, Agreement for Sale of Conservation Credits.*
- California Department of Fish and Wildlife, 2017. *California Natural Diversity Database, Special Animals List.*
- U.S. Fish & Wildlife Service, 2003. *Status Assessment and Conservation Plan for the Western Burrowing Owl in the United States.*
- California Department of Fish and Wildlife, 1971. *California Wildlife Habitat Relationships System, Horned Lark.*
- U.S. Fish & Wildlife Service, 2000. *Loggerhead Shrike Status Assessment.*
- California Department of Fish and Wildlife, 2002. *1603 Lake and Streambed Alteration Agreement, Notification Number: R3-2001-1060.*

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- California Department of Fish and Wildlife, 2003. *Streambed Alteration Agreement Amendment, Notification Number: R3-2001-1060.*
- U.S. Army Corp of Engineers, 2001. Letter on Corps jurisdiction under Section 404 of the Clean Water Act.
- Contra Costa Water District, 2016. Letter: *Comment Letter Regarding the Evora Road, Bay Point Project (File No. DP16-2031).*
- <http://www.co.contra-costa.ca.us/depart/cd/water/HCP/>, accessed December 15, 2016. *East Contra Costa County Habitat Conservancy.*
- [http://www.fws.gov/sacramento/es/Habitat-Conservation-Plans/es\\_hcp.htm](http://www.fws.gov/sacramento/es/Habitat-Conservation-Plans/es_hcp.htm), accessed December 15, 2016. *Habitat Conservation Plans; U.S. Fish and Wildlife Service, Sacramento Fish and Wildlife Office.*

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<b>5. CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to California Environmental Quality Act Guidelines Section 15064.5? (No Impact)*

There are no structures on the project site. Thus, there are no onsite historical resources, pursuant to Section 15064.5 of the CEQA Guidelines. There is no structure that:

- Is listed in the California Register of Historic Places and has been determined to be eligible for listing by the State Historic Resources Commission;
- Is included in a local register of historic resources, and identified as significant in a historical resource survey that has been or will be included in the State Historic Resources Inventory; and
- Has been determined to be historically or culturally significant by a lead agency.

- b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Environmental Quality Act Guidelines Section 15064.5? (Less than significant)*

The Donaldson Associates February 2002 Initial Study prepared for the annexation of the project site and the adjoining Willow Pass Business Park to the Delta Diablo Sanitation District cited the 1987 EIR prepared for the Leshner General Plan Amendment and stated that there was a low possibility that prehistoric or historic cultural resources exist within the area. The LSA August 2005 Initial Study prepared for the Willow Pass Business Park reported that there were no known archeological resources on the property. Also, in its November 2004 letter, the California Historical Resources Information System states: *“The proposed project area has a low possibility of containing unrecorded archaeological site(s). Therefore, no further study for archaeological resources is recommended.”*

The project site has been graded and has no discernable archaeological features. Also, previous environmental review conducted for the project area have found no evidence of potential

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archaeological resources; however, there is a possibility that a buried archaeological resource could be present and accidental discovery could occur. Consistent with standard CDD practice, the following Condition of Approval will be added if the project is approved:

*A. The following measures shall be implemented during project construction.*

- 1. A program of on-site education to instruct all construction personnel in the identification of prehistoric and historic deposits shall be conducted by a certified archaeologist prior to the start of any grading or construction activities.*
- 2. If archaeological materials are uncovered during grading, trenching, or other on-site excavation, all work within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American tribe that has requested consultation and/or demonstrated interest in the project site, have had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s) if deemed necessary.*

As a result, there would be a less than significant adverse environmental impact on archaeological resources.

*c) Would the project disturb any human remains, including those interred outside of formal cemeteries? **(Less than significant)***

There is a possibility that human remains could be present and accidental discovery could occur. Standard CDD practice is to add the following Condition of Approval if the project is approved:

- B. Should human remains be uncovered during grading, trenching, or other on-site excavation(s), earthwork within 30 yards of these materials shall be stopped until the County coroner has had an opportunity to evaluate the significance of the human remains and determine the proper treatment and disposition of the remains. Pursuant to California Health and Safety Code Section 7050.5, if the coroner determines the remains may those of a Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, the NAHC will then determine a Most Likely Descendant (MLD) tribe and contact them. The MLD tribe has 48 hours from the time they are given access to the site to make recommendations to the land owner for treatment and disposition of the ancestor's remains. The land owner shall follow the requirements of Public Resources Code Section 5097.98 for the remains.*

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Thus, there would be a less than significant adverse environmental impact due to disturbance of human remains.

**Sources of Information**

- Site visits conducted by County staff, November and December 2016, January 2021.
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*
- Donaldson Associates. 2002. *Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- California Historical Resources Information System, 2004. Letter: *GP04-0010, RZ04-3151, SD04-8918, DP04-3096 / Hwy 4 & Willow Pass Road / Thomas/DeNova LLC.*

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<b>6. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) *Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (Less than significant)*

The proposed project would use energy during project construction and project operation.

Construction

The proposed project is the construction and operation of a 98,460 sq. ft., 42 feet six-inch tall warehouse structure on two adjoining vacant parcels located northwest of Evora Court at the western terminus of Evora Road. During construction, there would be energy consumption through the combustion of fossil fuels in construction vehicles, worker commute vehicles, and construction equipment, and the use of electricity for building construction, lighting, and other construction uses. Fossil fuels to power construction vehicles and other energy-consuming equipment would be used during grading, paving, and building construction. The types of equipment could include gasoline- and diesel-powered construction and transportation equipment. Incorporation of standard CDD Air Quality Construction Control Measures in the Conditions of Approval for the project would reduce energy use through limiting idling of vehicles and equipment and requiring equipment to be properly maintained. In addition, the applicant is required to implement standard CDD construction restrictions that include, but are not limited to, limiting all construction activities and use of large trucks and heavy equipment to daylight, non-holiday weekday hours. With incorporation of these air quality construction control measures and construction restrictions into the proposed project, the impact from the construction-related energy use would be less than significant.

Operation

During the operation of the project, energy would be consumed as part of warehouse operations. Warehouse operations would involve energy consumption for the various equipment at the warehouse, along with outdoor parking lot and security lighting. The proposed project would be

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designed and constructed in accordance with the 2019 California Green Buildings Standards Code, which includes specific requirements for nonresidential construction to reduce the amount of energy required for lighting and heating, as well as to promote energy conservation. As a result, while there would be an incremental increase in energy use with the proposed project, such increase would be considered to be less than significant.

- b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (Less than significant with mitigation)*

The State of California has routinely adopted legislation to address climate change and clean energy production that has resulted in efforts to increase the efficiency of vehicles, buildings, and appliances and to provide energy from renewable sources. Locally, the Contra Costa County Board of Supervisors adopted the *Contra Costa County Climate Action Plan* in December 2015. As discussed in Environmental Checklist Section 8 below, the warehouse project is consistent with applicable reduction standards for new nonresidential development in the Climate Action Plan, except for Land Use and Transportation Reduction Measure (LUT) 4: New residential and nonresidential development will be located within one half-mile of a BART or Amtrak station, or within one quarter-mile of a bus station. As described in Environmental Checklist Section 8.a, the North Concord BART station is located approximately 1.34 miles southwest of the project site. Thus, the project does not comply with LUT 4 of the 2015 Climate Action Plan. The conflict with the Climate Action Plan would be a potentially significant adverse environmental impact. Consequently, the project sponsor is required to implement mitigation measures **Greenhouse Gas 1** and **Greenhouse Gas 2** of Environmental Checklist Section 8.

Implementation of these mitigation measures would reduce the conflict with the Climate Action Plan to a less than significant level.

**Sources of Information**

- Bay Area Air Quality Management District, 2017. *Bay Area Clean Air Plan: Spare the Air, Cool the Climate.*
- Bay Area Air Quality Management District, 2017. *California Environmental Quality Act Air Quality Guidelines, May 2017.*
- Institute for Local Government, 2011. *Evaluating Greenhouse Gas Emissions as Part of California’s Environmental Review Process: A Local Official’s Guide.*
- Contra Costa County, 2015. *Climate Action Plan.*
- Raney Planning and Management, Inc., received January 27, 2017. *Air Quality Impact and Greenhouse Gas Analysis, Evora Road Warehouse Project.*

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<b>7. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause 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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 direct or indirect 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:*

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- 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? (Less than significant)*

The nearest fault considered active by the California Geological Survey is the Concord fault. The State of California has delineated “Alquist-Priolo Earthquake Fault Zones” (A-P Zones) along all of the faults it considers to be active and pose a risk of surface fault rupture. The A-P Zone that encompasses recently active and potentially active traces of the Concord fault passes approximately 2½ miles southwest of the site. Mapping of the U.S. Geological Survey shows a northwest-trending thrust fault crossing the site. This fault is not considered active and a geologic investigation confirmed that the fault does not cross the project site. Instead, it is located in the hilly upland area northeast of the site. Exploratory trenching of the fault found no evidence of geologically recent displacement. Because the site is not within an official Earthquake Fault Zone, the risk of fault rupture would be less than significant.

- ii) *Strong seismic ground shaking? (Less than significant)*

Mapping of the U.S. Geological Survey (USGS) indicates that the project site is underlain by surficial deposits that accumulated on the valley floor during the past 11,000 years±. (i.e., alluvial fan and fluvial deposits of Late Pleistocene age), with bedrock mapped in the extreme eastern portion of the site. The project site and land in the Willow Pass Business Park was graded approximately 15 years ago under a grading permit issued by the County to DeNova Homes, prior to the March 2003 approval of a distribution center on the site. Currently the site is a graded pad with a man-made drainage ditch around the perimeter of the property. Exposed on the graded pad are engineered fill, Late Pleistocene alluvium, and some bedrock in the east and northeast portion of the site. The Safety Element of the General Plan classifies earthquake damage susceptibility as a function of ground conditions. Figure 10-4 (Estimated Seismic Ground Response) of the General Plan Safety Element identifies the site in an area rated “moderately low” damage susceptibility (i.e., structures on firm, dry alluvium can be expected to perform satisfactorily). However, ground conditions can vary from site to site; areas where the water table is shallow are considered potentially hazardous. In this case a 50-foot-deep boring logged on the site in 2016 by Rainey Geotechnical, Inc. encountered no free groundwater.

The risk of structural damage from ground shaking is regulated by the building codes and County Grading Ordinance. The prevailing building code requires use of seismic parameters in the design of structures. The seismic parameters from the 2013 California Building Code have been provided by the project geotechnical engineers based on soil profile types and proximity of faults deemed capable of generating strong/violent earthquake shaking. These parameters are utilized by the project structural engineer in the design of improvements. In summary, a properly designed and constructed building that conforms to the provisions of the building code

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and geotechnical report can be expected to perform satisfactorily. Thus, the environmental impact from seismic ground shaking would be considered to be less than significant.

*iii) Seismic-related ground failure, including liquefaction? (Less than significant)*

Figure 10-5 (Estimated Liquefaction Potential) of the General Plan Safety Element divides land in the County into three liquefaction potential categories: “generally high,” “generally moderate to low,” and “generally low”. This map was prepared for the County by a geotechnical engineering firm. The consultant’s scope of work included reviewed of available information on soil conditions, along with data on the elevation of the water table, and review of selected borehole logs for land development projects in the County. The map is used as a “screening criteria” during the processing of land development applications, on a project-by-project basis. The County has consistently required rigorous evaluation of liquefaction potential in areas of “high potential,” and qualitative investigations are demanded in the “moderate to low” category. Assessment of liquefaction potential is minimal for sites in the “generally low” category. The classification “generally high” liquefaction does not imply the presence of liquefiable sands on a parcel. The map attempts to be conservative of the side of safety. Where geologically recent fluvial deposits or sand bars could exist in the subsurface, the map places such areas in the Generally High category. Site specific investigations are needed to determine if liquefiable sands are present and to provide stabilization measures where liquefiable sands are confirmed to be present in the subsurface. Safety Element Liquefaction Policies are presented in Table 4 below.

According to Figure 10-5, the project site is in the Generally Moderate to Low liquefaction susceptibility category. In the experience of the County Peer Review Geologist, only one out of every 1,000 acres in this category have subsurface conditions that made them candidate sites for liquefaction. As noted above, the County only requires qualitative evaluation of liquefaction potential. Normally this involves evaluation of the subsurface conditions by based on adequate subsurface exploration of the site. The deposits penetrated in the borehole are described, and both field measurements and laboratory testing in performed. Data gathered typically includes (i) depth of water table, (ii) Standard Penetration Test blow counts, (iii) moisture/ density testing, (iv) gradation testing of sand layers and (v) geotechnical evaluation of the data gathered to draw a preliminary conclusion. In this case, Harding Lawson Associates logged a 51-foot-deep boring in 1989. No groundwater was encountered and the degree of induration of the alluvial deposits encountered in the boring are consistent with a Late Pleistocene age. The absence of clean, relatively loose to medium dense sands, and absence of groundwater indicate the site is not a candidate for liquefaction. Raney Geotechnical reevaluated the liquefaction potential. Because no saturated, relatively loose sand beds were encountered, the liquefaction potential was found to be nil. Raney’s liquefaction potential assessment included a computer model run which forecasts 0.18 inch of settlement on the site. This settlement can be attributed to

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consolidation of engineered fill and alluvial deposits induced by earthquake ground shaking. Based on the foregoing investigations, the environmental impact from liquefaction would be considered to be less than significant.

**Table 4: Safety Element Liquefaction Policies**

<p><b>Policy 10-18.</b> This General Plan shall discourage urban or suburban development in areas susceptible to high liquefaction dangers and where appropriate subject to the policies of 10-20 below, unless satisfactory mitigation measures can be provided, while recognizing that there are low intensity uses such as water-related recreation and agricultural uses that are appropriate in such areas.</p> <p><b>Policy 10-19.</b> To the extent practicable, the construction of critical facilities, structures involving high occupancies, and public facilities shall not be sited in areas identified as having a high liquefaction potential, or in areas underlain by deposits classified as having a high liquefaction potential</p> <p><b>Policy 10-20.</b> Any structures permitted in areas of high liquefaction damage shall be sited, designed and constructed to minimize dangers from damage due to earthquake-induced liquefaction.</p> <p><b>Policy 10-21.</b> Approvals to allow the construction of public and private development projects in areas of high liquefaction potential shall be contingent on geologic and engineering studies which define and delineate potentially hazardous geologic and/or soils conditions, recommend means of mitigating these adverse conditions, and on proper implementation of the mitigation measures.</p>
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*iv) Landslides? (No impact)*

The surficial deposits map published by the USGS in 1997 (Helley et.al.) did not attempt to show the distribution of landslide deposits. However, a previous USGS publication provides landslide mapping of all of Contra Costa County and that mapping is presented on Figure 10-6 (Geologic (Landslide) Hazards) of the General Plan Safety Element. Specifically, in 1975 the USGS released a set of surficial deposit maps of Contra Costa County that provide information on the distribution of landslide and other types of surficial deposits based on geologic interpretation of vertical angle aerial photographs flown in the 1960s and early 1970s. The USGS geologist (Tor Nilsen) used geomorphic features to identify landslides. This method is a fine reconnaissance tool, but it has limitations, and it is not a substitute for a site specific investigation. Furthermore, the USGS map did not classify landslides according to the type of landslide deposit, depth of slide plane or activity status. Nevertheless, the map fulfills its function, which is to “red flag” properties where ground failure may be a potential hazard, and where site-specific geologic investigations should be required. According to the 1975 USGS map, the site is within an area mapped as Terrace Deposits (Qt). These are older alluvial deposits, and would be consistent with the 1997 USGS map, which regards these alluvial deposits as Pleistocene in age. No

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landslides are indicated on the site, but the USGS did not map identify suspected landslides in the hillside area northeast of the property. The 1989 investigation of Harding Lawson Associates confirmed the presence of some landslides in the upslope hillside area. When 43.8 acres of a 70-acre Thomas/DeNova property that includes the project site and the Willow Pass Business Park was graded in 2002, the landslides on the Thomas/DeNova property were over-excavated and replaced with engineered fills that were keyed into bedrock. Accordingly, landsliding is not a potential hazard for this site.

*b) Would the project result in substantial soil erosion or the loss of topsoil? (Less than significant)*

According to the Soil Survey of Contra Costa County, the soil series mapped on the site is the Capay clay (CaC; two to five percent slopes). It is a prime agricultural soil (Class II) with a Storie Index rating of 51. The soil profile is 60 inches thick. This soil is described as well drained, runoff is slow, and the erosion hazard is slight where the soil is tilled and exposed. As a result, there would be a less than significant adverse environmental impact related to substantial soil erosion or loss of topsoil.

*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? (Less than significant)*

As discussed in a)iii above, the project site is in an area that is in the “generally moderate to low” category. Further, as explained in a)iv above, the identified landslide on the Thomas/DeNova property was over-excavated and replaced with engineered fills keyed into bedrock. Compliance with building and grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from an unstable geologic unit or soil would be considered to be less than significant.

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

With regard to its engineering properties, the Capay clay is rated both highly expansive and highly corrosive by the Soil Survey of Contra Costa County. Its permeability is slow, and its shear strength is rated medium to low, and this soil is considered susceptible to piping. Expansive soils expand when water is added and shrink when they dry out. This continuous change in soils volume causes buildings, roads, and other structures to move unevenly and crack. It should also be recognized that corrosive soils tend to damage concrete and/or uncoated steel that is in contact with the ground.

Testing performed by Raney Geotechnical confirms that the clayey soils on the graded pad are expansive. Additionally, samples of earth materials on the pad were collected for testing by a State

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Certified Laboratory. The data gathered indicates that the dark brown to black native clays is low in water soluble chloride, low in water soluble sulfates, and with only traces of sulfides. Resistivity testing indicates that the clayey fill is less corrosive to iron pipe than the dark native clays. Based on these field conditions, geotechnical design recommendations are provided by Raney Geotechnical.

- To address the hazard posed by expansive soils, Raney Geotechnical provides detailed criteria for lime treatment of pad soils, and those recommendations are further supported by foundation design criteria and drainage recommendations,
- To address the corrosion hazard to uncoated iron, the geotechnical engineer recommends (i) wrapping or cathode protection of iron pipes, and (ii) the project proponent retain a Corrosion Engineer to provide detailed recommendations.
- With regard to the hazard to concrete, the data gathered indicate a relatively low corrosivity. Rainey Geotechnical concludes that use of the Type I/II Portland cement is appropriate for the project.

Also, the drainage plan for the original project indicated that eight relatively small bio-retention basins are proposed around the perimeter of the 225,950 sq. ft. warehouse. Staff anticipates that while the proposed 98,460 sq. ft. warehouse would be smaller than the original warehouse, most of the planned bio-retention basins will be required to be installed. From a geotechnical perspective, the primary concerns with bio-retention structures are (i) providing suitable support for foundations, curbs and other improvements constructed near the bio-retention facilities, and (ii) potential for subsurface water from the bio-retention areas to migrate (and possibly build up) beneath pavements and the proposed building. Specific criteria and standards for the siting and design of such facilities should be provided prior to issuance of construction permits, including the effect of infiltration on stability of the adjacent bank of the drainage ditch, and potential for uncontrolled overflow if the spillway of the basin is obstructed (e.g., by woody vegetation, litter, soil). Consequently, there is a **potentially significant adverse environmental impact due to an expansive soil**. As a result, the project sponsor is required to implement the following mitigation measures:

**Geology 1:** *Prior to issuance of construction permits the project proponent shall provide evidence of plan review and approval by the project geotechnical engineer. The recommendations for site grading contained in the approved grading plans shall be followed during construction unless modifications are specifically approved in writing by the Building Inspection Division of the Department of Conservation and Development.*

**Geology 2:** *Borehole logs indicate the existing pad soils consist of medium stiff to stiff clays containing variable amounts of silt, sand and gravel. These materials are characterized by slow*

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permeability. The applicant shall submit a follow-up geotechnical report that specifically addresses the planned design of the bio-retention basins, and their proximity to planned improvements.

**Geology 3:** During grading and soils preparation work (i.e., lime treatment of soils) the geotechnical engineer shall provide observation and testing services. The intent of this geotechnical monitoring is to (i) verify that geotechnical recommendations are properly interpreted and implemented by the contractor, (ii) view exposed conditions during grading/soil preparation work to ensure that field conditions match those that were the basis of the geotechnical design report, and (iii) provide supplement recommendations during construction, should they be warranted.

**Geology 4:** Prior to the issuance of the first building permit, the geotechnical engineer shall certify that all site preparation work is in compliance with recommendations in the approved geotechnical report. During foundation and drainage-related work the geotechnical engineer shall provide observation services to ensure the geotechnical recommendations are properly implemented by the contractor.

**Geology 5:** Prior to requesting a final building inspection of the warehouse structure, the project proponent shall submit a letter-report from the geotechnical engineer documenting the observation and testing services performed during final grading/foundation work/lot drainage. The report of the geotechnical engineer shall also provide a professional opinion on the consistence of the as-graded/ as-built project with recommendations in the approved geotechnical report.

**Geology 6:** The report of the Corrosion Engineer shall also be provided prior to requesting the final building inspection of the warehouse.

Implementation of these mitigation measures would reduce the impacts of expansive soil to a less than significant level.

- e) *Would the project 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? (No impact)*

The clayey soils on the graded pad are characterized by slow permeability and hence have limitations for use as septic system leach fields. However, the project is within the area served by the Delta Diablo Sanitation District. There will be no septic system within the project.

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f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less than significant)*

The project site is essentially flat and has no discernable geologic features. Similar to archaeological resources, there is a possibility that buried fossils and other paleontological resources could be present and accidental discovery could occur. Consistent with standard CDD practice, the following Condition of Approval will be added if the project is approved:

A. *The following measures shall be implemented during project construction.*

3. *A program of on-site education to instruct all construction personnel in the identification of prehistoric and historic deposits shall be conducted by a certified archaeologist prior to the start of any grading or construction activities.*
4. *If archaeological materials are uncovered during grading, trenching, or other on-site excavation, all work within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American tribe that has requested consultation and/or demonstrated interest in the project site, have had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s) if deemed necessary.*

As a result, there would be a less than significant adverse environmental impact on paleontological resources.

**Sources of Information**

- California Geological Survey, 2007, Special Publication 42.
- Graymer, R., D.L. Jones & E.E. Brabb, 1994. *Preliminary Geologic Map Emphasizing Bedrock Formations in Contra Costa County, California*. U.S. Geological Survey Open File Report 94-622.
- Darwin Myers Associates, received August 23, 2016. *Geologic Peer Review, LP16-2031 (CP Logistics Willow Pass, Owner), 0 Evora Road, APN 099-160-026 & -027, Bay Point Area, Contra Costa County, DMA project 3044.16.*
- Darwin Myers Associates, received November 11, 2016. *Geologic Peer Review / CEQA Section. DMA Project 3070.16.*
- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road.*
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan.*

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- Raney Geotechnical, Inc., received July 14, 2016. *Geotechnical Investigation, Willow Pass Tilt-Up Building*. File No. 192-324.
- Raney Geotechnical, Inc., received September 29, 2016. *Geotechnical Investigation, 226,000 Square Foot Tilt-Up Building*. File No. 192-324.01.
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- Helley E.J. and R.W. Graymer, 1997. *Quaternary Geology of Contra Costa County and Surrounding Parts of Alameda, Marin, Sonoma, Solano, Sacramento and San Joaquin Counties, California. A Digital Database*. U.S. Geological Survey, Open File Report 97-98.
- Nilsen, T.H., 1975. *Preliminary Photointerpretation Map of Landslide and Other Surficial Deposits of the Port Chicago 7.5-Minute Quadrangle, Contra Costa and Solano Counties*, U.S. Geological Survey, Open File Map 75-277-45.
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- <http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>, accessed December 15, 2016. *USDA Web Soil Survey*.
- Laugenour and Meikle, received September 29, 2016. *Evaluation of Existing Drainage Facilities for Evora Road Industrial Center, Contra Costa County, California, APNs 099-160-026 and 099-160-027*. LM Job #4042-15-1.

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<b>8. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

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

Greenhouse gases are gases that trap heat in the atmosphere and contribute to global climate change. Greenhouse gases include gases such as carbon dioxide, methane, nitrous oxide, and various fluorocarbons commonly found in aerosol sprays. Typically, a single commercial construction project in the County would not generate enough greenhouse gas emissions to substantially change the global average temperature; however, the accumulation of GHG emissions from all projects both within the County and outside the County has contributed and will contribute to global climate change.

Future construction and operation of the 98,460 sq. ft. warehouse will generate some GHG emissions. The warehouse exceeds the screening criterion provided in the 2010 BAAQMD Air Quality Guidelines, which specifies 64,000 square feet as the operational greenhouse gas screening size. (The BAAQMD does not have any standards for construction-related greenhouse gases.) Thus, the project may result in the generation of GHG emissions that exceed the threshold of significance. In 2017, the project GHG consultant, Raney Planning and Management, Inc., completed a GHG analysis of the original 225,950 sq. ft. warehouse using the CalEEMod emissions estimator model. The nearest BART station to the project site is the North Concord station located approximately 1.34 miles to southwest, and therefore, Raney Planning reported that CalEEMod modeling run for the warehouse project’s actual distance the North Concord BART station resulted in 1,768.07 Metric Tons of CO<sub>2e</sub> per year (MTCO<sub>2e</sub>/yr), and that if the project site were to be located within one-half mile of the North Concord BART station, the emissions would be 1,736.53 MTCO<sub>2e</sub>/yr. Thus, the GHG emissions would be 31.54 MTCO<sub>2e</sub>/yr more at for the proposed warehouse at the project site than if the warehouse were to be sited within one-half mile of the North Concord BART station. Although the 98,460 sq. ft. warehouse is substantially smaller than the original 225,950 sq. ft. warehouse, based on the Raney assessment, the **projected increase in GHG emissions could be a potentially significant adverse environmental impact**. Consequently, the project sponsor is required to implement the following mitigation measures, to reduce project GHG emissions.

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**Greenhouse Gas 1:** Prior to the issuance of a building permit, the applicant shall show on the plans or otherwise demonstrate how the project design would, at a minimum, meet all applicable standards of the 2016 California Building Standards Code including the installation of high-efficiency appliances and insulation, to satisfy Reduction Measures EE1 and RE1 of the County’s Climate Action Plan. The plan shall be subject to review and approval by the CDD.

**Greenhouse Gas 2:** Prior to the final building inspection, the applicant shall demonstrate on the site plans that the project’s anticipated emissions of GHGs would be reduced by at least 31.54 MTCO<sub>2e</sub>/yr. The required reduction may be achieved through the inclusion of additional measures, which may include, but not be limited to the following:

- Exceed the energy efficiency measures of the current Title 24 Building Energy Efficiency Standards Code or CALGreen;
- Electrify loading docks and/or require idling-reduction systems for heavy-duty trucks;
- Provide end of trip facilities such as showers and changing spaces to encourage community by bicycle;
- Install and operate on-site renewable energy (such as solar panels);
- Install low-flow water fixtures in exceedance of applicable local standards;
- Incorporate measures from the Bay Area Commuter Benefits Program, such as providing a subsidy to reduce or cover employee’s monthly transit or vanpool costs, providing a free or low cost transit service for employees, or incorporating an alternative commuter benefit that would effectively reduce single-occupancy commute trips.

The calculations shall be provided to the CDD for review and approval.

Implementation of these mitigation measures would reduce the impact of GHG emissions to a less than significant level.

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

At a regional scale, the BAAQMD adopted the 2017 Bay Area Clean Air Plan that addresses GHG emissions as well as various criteria air pollutants. The BAAQMD Plan included a number of pollutant reduction strategies for the San Francisco Bay air basin.

In April 2012, the Contra Costa County Board of Supervisors directed the Department of Conservation and Development to prepare a Climate Action Plan to address the reduction of GHG emissions in the unincorporated areas of the County. In December 2015, the Climate Action Plan

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was adopted by the Board of Supervisors. Appendix E of the 2015 Plan lists GHG reduction measures applicable to new residential and nonresidential development. The warehouse project is consistent with applicable reduction standards for new nonresidential development, except for Land Use and Transportation Reduction Measure (LUT) 4: *New residential and nonresidential development will be located within one half-mile of a BART or Amtrak station, or within one quarter-mile of a bus station.* As described in Environmental Checklist Section 8.a above the North Concord BART station is located approximately 1.34 miles southwest of the project site. Thus, the project does not comply with LUT 4 of the 2015 Climate Action Plan. **The conflict with the Climate Action Plan would be a potentially significant adverse environmental impact.** Consequently, the project sponsor is required to implement mitigation measures **Greenhouse Gas 1** and **Greenhouse Gas 2** above.

Implementation of the mitigation measures would reduce the conflict with the County’s 2015 Climate Action Plan to a less than significant level.

**Sources of Information**

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- Bay Area Air Quality Management District, 2017. *California Environmental Quality Act Air Quality Guidelines, May 2017.*
- Institute for Local Government, 2011. *Evaluating Greenhouse Gas Emissions as Part of California’s Environmental Review Process: A Local Official’s Guide.*
- Contra Costa County, 2015. *Climate Action Plan.*
- Raney Planning and Management, Inc., received January 27, 2017. *Air Quality Impact and Greenhouse Gas Analysis, Evora Road Warehouse Project.*

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<b>9. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
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 create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

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

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The proposed warehouse structure would be constructed subsequent to approval of the land use permit. There would be associated use of fuels and lubricants, paints, and other construction materials during the construction period. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. With compliance with existing regulations, the project would have a less than significant impact from construction.

Use of the warehouse for hazardous materials storage or transport is subject to Chapter 84-63 of the County Code (Land Use Permits for Development Projects involving Hazardous Waste or Hazardous Material). The project sponsor does not anticipate the use of warehouse for storage of hazardous materials and does not foresee the transport of hazardous materials to and from the facility, and therefore, has not submitted an application for either a determination of noncoverage (exemption) or a land use permit pursuant to Chapter 84-63.

Normal project operation would involve the routine transport, use, and disposal of hazardous materials in very small quantities as they relate to warehouse use (e.g., window cleaner, wall and flooring cleaner). Contra Costa County regulates hazardous materials disposal, and the warehouse tenants would be responsible for proper handling and disposal of hazardous materials. Because any hazardous materials used for warehouse operations would be anticipated to be in small quantities, long-term impacts associated with handling, storing, and dispensing of hazardous materials from project operation would 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 likely release of hazardous materials into the environment? (Less than significant)*

The project site is vacant and already graded. As described above, construction and operation of the warehouse would be expected to involve very small quantities of hazardous materials. Thus, the risks presented by the proposed warehouse would be considered to 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? (No impact)*

There are no schools located within a quarter mile of the project site. The nearest school is the Sun Terrace Elementary School, located approximately 1.6 miles southwest of the project site. Thus, the proposed project would not have an impact due to hazardous substances on the school.

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- d) *Would the project 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? (No impact)*

A review of regulatory databases maintained by County, State, and federal agencies found no documentation of hazardous materials violations or discharge on the project site. Also, the project site has been designated as suitable for warehouse use since March 2003, when a land use permit was approved for a distribution center on the site.

- 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 or excessive noise for people residing or working in the project area? (No impact)*

The nearest public or public use airport facility is the Buchanan Field Airport, which is approximately three miles southwest of the project site. The airport influence area is delineated in the *Contra Costa County Airport Land Use Compatibility Plan*. The project site is outside of the Buchanan Field Airport influence area, and therefore, there would be no potential hazards from airport operations.

- f) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (No impact)*

The project site is 890 feet northwest of the western terminus of Evora Road, which is 1,500 feet southwest of the Willow Pass Road/Evora Road intersection. Highway on and off ramps south of this intersection provide access to and from Highway 4. Evora Road east of this intersection is an arterial that provides access to locations in Bay Point north of Highway 4. Willow Pass Road is an arterial that provides access to the south to the City of Concord. Construction of the warehouse would not require any road closures or change road alignments. Operation of the warehouse would not interfere with access along the northbound approach to the Willow Pass Road/Evora Road intersection. Thus, the project would not impair implementation of or physically interfere with the County's adopted emergency response plan.

- g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (Less than significant)*

The project site is in an area designated as a moderate fire hazard area, as identified by the California Department of Forestry and Fire Protection. Consequently, construction on the site would conform to applicable requirements of the California Building Code Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure), California Fire Code Chapter 47 (Requirements for Wildland-Urban Interface Fire Areas), and Title 24 of the California Code of

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Regulations (California Building Standards). As a result, the fire-related risks of the proposed project would be less than significant.

**Sources of Information**

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- Contra Costa County, 2000. *Contra Costa County Airport Land Use Compatibility Plan.*
- Contra Costa County General Plan, 2005-2020, *Transportation and Circulation Element.*
- [http://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_codes.php](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_codes.php), accessed December 15, 2016. *Cal Fire, Wildland Hazards and Building Codes.*

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<b>10. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? (Less than significant)*

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The proposed project must comply with applicable Contra Costa County C.3 requirements. Contra Costa County, the Contra Costa County Flood Control and Water Conservation District, and 16 incorporated cities in the county have formed the Contra Costa Clean Water Program. In October 2009, the Regional Water Quality Control Board for the San Francisco Bay Region (RWQCB) adopted the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit for the Program, which regulates discharges from municipal storm drains. Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The County has the authority to enforce compliance with its Municipal Regional Permit authority in its adopted C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. The Department of Public Works is requiring a project stormwater control plan that addresses stormwater management and discharge control.

There is currently no development on the project site. The original 225,950 sq. ft. warehouse was estimated to create 11.15 acres of impervious surface on the 15.42-acre site. Although the currently proposed 98,460 sq. ft. warehouse is considerably smaller than the 225,950 sq. ft. warehouse, creation of impervious surfaces on the site is conservatively estimated to be roughly the same as originally proposed. The project includes storm drainage facilities that would be designed to meet the C.3 requirements. Project treatment facilities would be designed to treat the majority of rainfall events and would be equipped with overflow or bypass structures to convey larger storm runoff flows to the drainage system, which would be designed for a 10-year storm event. Onsite stormwater management would include directing runoff from the warehouse roof and paved surfaces to vegetated areas and eight small bio-retention basins installed along the perimeter of the driveway and parking areas. Runoff would percolate through the bio-retention basins and, as described in Section 4.b (Biological Resources) above, would flow to the existing onsite drainage swales that would direct runoff to detention basin inlet structure located at the northwest corner of the property. The inlet structure leads to a detention basin located northwest of the site. Department of Public Works staff will review and approve the project’s stormwater control plan. With implementation of the stormwater control plan, the project would have a less than significant impact on water quality.

The project site is in the service area of the Diablo Delta Sanitary District. Development of the site would include the construction of a sewage collection system that would transport waste discharge to Diablo Delta facilities and would conform to applicable requirements of the Sanitary District, and therefore, the project would have a less than significant impact on waste discharge.

- b) *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (Less than significant)*

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A dual water supply system currently serves the Willow Pass Business Park. The system includes two wells that supply potable water and the nearby Contra Costa Canal, which supplies water for landscape irrigation and fire suppression. The fire suppression system includes pumping water to a 750,000-gallon water storage tank located 1,015 feet east of the project site. The wells, located on Business Park property draws groundwater, which would be replenished by infiltration from permeable surfaces including the drainage swales, the detention basin, and a seasonal freshwater pond located northwest of the project site. Development on the project site would tie into this dual water supply system. As described above, the proposed project includes storm drainage facilities that would direct runoff to vegetated areas and small onsite bio-retention basins that would allow for infiltration and would direct runoff to the drainage swales. Since the onsite stormwater management system would replenish groundwater supplies, the proposed project would have a less than significant effect on groundwater supplies.

c) *Would the project substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*

i) *Result in substantial erosion or siltation on- or off-site? (Less than significant)*

The project site has a slope of two percent and slopes generally to the southwest. The drainage improvements for the Willow Pass Business Park, including the drainage swales, detention basin, and seasonal freshwater pond, were designed to accommodate development of a distribution center on the project site. These facilities have been constructed and serve both the existing Willow Pass Business Park and the project site. The prior approved distribution center (2003) was to be 98,400 square feet in size and the proposed 98,460 sq. ft. warehouse is essentially the same size. Notwithstanding, the existing drainage improvements were sized conservatively, assuming industrial land use and associated infiltration/runoff rates across this entire area. The drainage facilities were designed to meet County drainage requirements, which specify that for the associated watershed size, post-construction 10-year storm discharges from the property with buildout land uses shall not exceed the pre-construction 10-year storm discharges. The proposed project would include C.3 compliant storm drainage facilities including vegetated areas and bio-retention basins to collect stormwater, allow percolation into the ground, and convey excess runoff to drainage swales that lead to a detention basin inlet at the northwest corner of the project site. Pursuant to the C.3 permit requirements, the onsite project stormwater control facilities would also be sized to manage increases in runoff flow and volume such that post-project runoff will not exceed estimated pre-project rates and durations, where such increased flow and/or volume would have an increased potential for erosion of creek beds and banks, and siltation. Thus, post-project stormwater discharge rates and durations will be

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required to match pre-project discharge rates and durations from 10 percent of the pre-project 2-year peak flow up to the pre-project 10-year peak flow. As a result, the proposed project would not substantially alter the drainage pattern of the site or area or result in substantial erosion or siltation.

- ii) *Substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site? (Less than significant)*

As described previously, the Willow Park Business Park drainage improvements were designed to accommodate development of the project site, and the proposed project would not substantially alter the existing drainage pattern of the site or area. As a result, there would not be any significant risk due to an increase in the project-related volume of runoff that would result in onsite or off-site flooding.

- iii) *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? (Less than significant)*

The project would construct C.3-compliant vegetated areas and small onsite bio-retention basins that would direct stormwater runoff to existing drainage swales located along the perimeter of the site. The storm drainage facilities would be installed concurrent with warehouse construction. The bio-retention basins and vegetated areas would filter stormwater and reduce the level of pollutants in the runoff that is directed into the drainage swales leading to the onsite detention basin inlet at the northwest corner of the site. With implementation of these design features, the project would have a less than significant impact.

- iv) *Impede or redirect flood flows? (Less than significant)*

The project site is located on National Flood Insurance Rate Map (FIRM) Panel # 06013C0094G. As shown on the FIRM Panel, Evora Road in the vicinity of the project site is classified as being in Zone X, which is not considered to be subject to flooding. Thus, the project site is not within a 100-year flood hazard area. Accordingly, there would be no risks associated with the redirection of flood flows.

- d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? (No impact)*

As discussed in Environmental Checklist Section 10.c.iv above, the project site is not within a 100-year flood hazard area. The project site is also not in an area that would be susceptible to inundation

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by seiche or tsunami. The proposed project would not be susceptible to inundation by seiche or tsunami. The California Geological Survey (2009) has projected and mapped the tsunami hazard posed by a tidal wave that passes through the Golden Gate and into San Francisco Bay, San Pablo Bay and Carquinez Strait. The Bay Point area is not included on any tsunami hazard map.

A seiche is a water wave in a standing body of water such as a large lake or reservoir that is caused by an earthquake, a major landslide, or strong winds. This hazard does not exist for the project site as it is 1.5 miles uphill from the Mallard Reservoir.

- e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (Less than significant)*

As discussed in Environmental Checklist Section 10.a above, the proposed project must comply with applicable Contra Costa County C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. The Department of Public Works is requiring a project stormwater control plan that addresses stormwater management and discharge control. Also, there is no groundwater management plan in effect for the project area. Thus, the proposed project would not conflict with a water quality control plan or groundwater management plan.

**Sources of Information**

- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans)*.
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan*.
- Laugenour and Meikle, received September 29, 2016. *Evaluation of Existing Drainage Facilities for Evora Road Industrial Center, Contra Costa County, California, APNs 099-160-026 and 099-160-027*. LM Job #4042-15-1.
- Laugenour and Meikle, received September 29, 2016. *Stormwater Control Plan for a Regulated Project for a Land Use Permit Application, Willow Pass Industrial Center*. LM Job #4042-15-1.
- Contra Costa County Department of Public Works, Engineering Services Division, 2017. Letter: *Permit LP16-2031 Comments*.
- <http://www.cccleanwater.org/new-development-c-3/>, accessed December 16, 2016. *Contra Costa Clean Water Program New Development C.3*.
- <https://msc.fema.gov/portal>, accessed December 16, 2016. *National Flood Insurance Program. Flood Insurance Rate Map (FIRM) Panel # 06013C0094G*.
- Contra Costa County General Plan, 2005-2020, *Safety Element*.

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<b>11. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY:**

- a) *Would the project physically divide an established community? (No impact)*

The project site is adjacent to and west of the existing Willow Pass Business Park, which is on a level terrace above the site. The site itself has been graded and is a level terrace below the Business Park and above the northern portion of the Concord Naval Weapons Station that is downhill to the west of the site. The site is separated from the bulk of the Naval Weapons Station to the south by a portion of the Contra Costa Canal and by Highway 4. Deed-restricted open space land is uphill north of the site. This open space includes a water storage tank that serves the Business Park. Within this setting, the proposed project would not divide an established community.

- b) *Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (No impact)*

The proposed project is the construction and operation of a warehouse in the L-I Light Industrial District that would be allowed on the project site with a land use permit. The warehouse would meet all of the development standards of the L-I District, including minimum lot size (7,500 square feet) and maximum building height (3 stories). The warehouse would be sited to be at least 46 feet from the nearest property boundary, and thereby, would meet the minimum setback of 10 feet and the minimum side yard of 10 feet.

The warehouse would also be compatible with the LI Light Industry General Plan land use designation. The originally proposed 225,950 sq. ft. warehouse was estimated to take up 5.19 acres of the 15.42-acre site. The site coverage would have been 34 percent, which is below the maximum 50 percent site coverage standard for the LI designation. The currently proposed 98,460 sq. ft. warehouse would have less site coverage and would be well below the maximum 50 percent site coverage standard.

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Similar to the original 225,950 sq. ft. warehouse, the proposed 98,460 sq. ft. warehouse would have a 0.34 floor area ratio that would be below the maximum 0.67 floor area ratio for the LI designation. The maximum height of 42 feet six inches for the 98,460 sq. ft. warehouse would be within the maximum 50 foot building height limit for the LI designation.

**Sources of Information**

- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans)*.
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan*.
- Contra Costa County General Plan, 2005-2020, *Land Use Element*.
- Contra Costa County Code, Title 8, Zoning Ordinance.

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<b>12. MINERAL RESOURCES – Would the project:</b>				
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"/>

**SUMMARY:**

- 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? (No impact)*

Known mineral resource areas in the County are shown on Figure 8-4 (Mineral Resource Areas) of the General Plan Conservation Element. No known mineral resources have been identified in the project vicinity, and therefore the proposed project would not result in the loss of availability of any known mineral resource.

- 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? (No impact)*

The project site is not within an area of known mineral importance according to the Conservation Element of the General Plan, and therefore, the project would not impact any mineral resource recovery site.

**Sources of Information**

- Contra Costa County General Plan, 2005-2020. *Conservation Element*.

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<b>13. NOISE – Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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"/>

**SUMMARY:**

- a) *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Less than significant with mitigation)*

Community Noise Exposure Levels shown on Figure 11-6 of the General Plan Noise Element. Figure 11-6 shows that levels of 75 dB or less are normally acceptable and 80 dB or less are conditionally acceptable on industrial land. The project site is within the 60 dB noise contour for Highway 4, which is estimated in the General Plan Noise Element to have a noise level of 78 dB at 100 feet. The site is approximately 880 feet north of Highway 4. In general, noise levels drop by three dB for a doubling of the distance from the noise source, and therefore, at the project site, noise from the highway would be approximately 69 dB. Thus, existing noise levels at the project site are within the normally acceptable range.

Operational noise from the warehouse would be primarily from trucks accessing the loading bays along the south side of the building and from vehicles in the parking areas. Noise associated with loading and unloading activities would include truck airbrakes, backup alarms, engine ignition, and truck acceleration from stop, and would range from approximately 70 to 80 dB at 25 feet. Non-truck noise associated with loading and unloading activities (e.g., forklifts, rolling doors) would be contained within the warehouse. Noise associated with vehicles in the parking areas and from vehicles and trucks travelling to and from the project site would generally be below 80 dB. The

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nearest existing development to the project site would be the buildings in the Willow Pass Business Park located approximately 150 feet to the east. At this distance, noise generated by on-site activities within the warehouse and the parking lot, and truck traffic to and from the project site would generally be below 74 dB. Thus, project noise impacts would be less than significant.

Traffic generated by the proposed project, along with noise typically associated with a warehouse (e.g., truck loading and unloading), would incrementally increase noise levels in the vicinity of the subject site above existing noise levels. However, the types and levels of noise generated from the new warehouse would be similar to noise levels from the existing Willow Pass Business Park. Thus, the increase in ambient noise levels due to the project would be less than significant.

A temporary increase in ambient noise levels would occur during construction of the warehouse structure, driveway, and parking lot. During project construction, there may be periods of time where there would be loud noise from construction equipment, vehicles, and tools. Noise levels as high as 91 dB could occur at a distance of 50 feet from the noise source and up to 87 dB at the Willow Pass Business Park. Although such activities would be temporary, the activities could have a **potentially significant adverse environmental impact at nearby offsite locations during project construction**. Consequently, the project sponsor is required to implement the following noise mitigation measures.

**Noise 1:** *The following noise reduction measures shall be implemented during project construction and shall be included on all construction plans.*

1. *The applicant shall make a good faith effort to minimize project-related disruptions to adjacent properties, and to uses on the site. This shall be communicated to all project-related contractors.*
2. *The applicant shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors as far away from existing off-site buildings as possible.*
3. *Large trucks and heavy equipment are subject to the same restrictions that are imposed on construction activities, except that the hours are limited to 9:00 AM to 4:00 PM.*
4. *All construction activities shall be limited to the hours of 8:00 A.M. to 5:00 P.M., Monday through Friday, and are prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:*
  - *New Year’s Day (State and Federal)*
  - *Birthday of Martin Luther King, Jr. (State and Federal)*
  - *Washington’s Birthday (Federal)*

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- *Lincoln’s Birthday (State)*
- *President’s Day (State and Federal)*
- *Cesar Chavez Day (State)*
- *Memorial Day (State and Federal)*
- *Independence Day (State and Federal)*
- *Labor Day (State and Federal)*
- *Columbus Day (State and Federal)*
- *Veterans Day (State and Federal)*
- *Thanksgiving Day (State and Federal)*
- *Day after Thanksgiving (State)*
- *Christmas Day (State and Federal)*

Implementation of these mitigation measures would reduce the impact from the construction noise to a less than significant level.

- b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? (Less than significant)*

Project construction does not include any components (e.g., pile-driving) that would generate excessive ground-borne vibration levels. Additionally, normal warehousing activities would not generate ground-borne vibrations during project operations.

- c) *For a project located within the vicinity of a private airstrip or 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? (No impact)*

There is no private airstrip in the vicinity of the project site. Thus, the proposed project would not expose people to airstrip related noise.

Buchanan Field Airport is approximately 0.7 mile east of the project site; however, the project site is outside of the airport’s 55-60 dB CNEL noise contour. Thus, the proposed project would not expose people to excessive noise levels from Buchanan Field.

**Sources of Information**

- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*

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- Charles M. Salter Associates, Inc., 2014. *Loading Dock Noise Study, Midpoint at 237, San Jose, CA.*
- Contra Costa County General Plan, 2005-2020, *Noise Element.*
- Contra Costa County, 2000. *Contra Costa County Airport Land Use Compatibility Plan.*

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<b>14. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial unplanned 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY:**

- a) *Would the project induce substantial unplanned 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)? (Less than significant)*

The proposed project would replace a vacant site with a warehouse. The project would not include construction of any off site roads or other infrastructure that could lead to indirect population growth. The warehouse would not provide any housing on the project site. There is no tenant identified for the warehouse; however, using default occupancy for a distribution warehouse from the U.S. Green Building Council, approximately 39 persons could be employed at the warehouse. These persons could either live in the Bay Point area, or live elsewhere and commute to the project site, or would relocate into the Bay Point area. Assuming that all future employees and their families would move into the Bay Point area, and using data from the U.S. Census Bureau, the area population could increase by 133 persons, which would be one-half percent of the estimated 22,473 persons living in Bay Point in 2015. Thus, the potential maximum increase in population in the Bay Point area due to the project would not be significant.

The project site is adjacent to and northwest of seven undeveloped parcels totaling 17.25 acres that are part of the Willow Pass Business Park. Development of these parcels has been approved pursuant to Development Plan DP04-3096, the approved final development plan for the Willow Pass Business Park. A building permit for a 90,000 sq. ft. private storage warehouse on two of these parcels, Lots 15-16 of the Business Park, was issued in February 2021. The remaining parcels would be developed at some time in the future consistent with DP04-3096 and Rezone RZ04-3151, which established the Willow Pass Business Park P-1 Planned Unit District. Thus, the warehouse project would have a less than significant impact on population growth in the area.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No impact)*

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The project site is currently vacant, and therefore, the project would have no impact on housing displacement. Construction of the warehouse structure would not displace any person.

**Sources of Information**

- Site visits conducted by County staff, November and December 2016, January 2021.
- U.S. Green Building Council, 2016. *Appendix 2. Default Occupancy Counts, LEED v4 for Building Design and Construction.*
- <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 18, 2017. *American Fact Finder, Bay Point CDP, California. [Note: the U.S. Census has discontinued American Fact Finder; the January 2017 data is the most recently available data.]*

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<b>15. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</b>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

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

a) ***Fire Protection? (Less than significant)***

Fire protection and emergency medical response services for the project vicinity are provided by the Contra Costa County Fire Protection District (CCCFPD). Fire protection to the project site would be provided by Fire Station 86 at 3000 Willow Pass Road in Bay Point, located approximately 3.3 miles northeast of the project site, or Fire Station 6 at 2210 Willow Pass Road in Concord, located approximately 4.0 miles southwest of the site. Prior to future construction of the warehouse structure, the construction drawings would be reviewed and approved by the CCCFPD. As a result, potential impacts of the proposed project on fire protection services would be less than significant.

b) ***Police Protection? (Less than significant)***

Police protection services in the project vicinity are provided by the Contra Costa County Sheriff’s Office, which provides patrol service to the Bay Point area. The project includes exterior lighting of the driveway, parking areas, and truck stalls. As discussed in Environmental Checklist Section 1 (Aesthetics), some of the light standards would remain lit at night. The nighttime security lighting would have a maximum illuminance in the north parking lot of 1.02 fc, in the east parking lot of 1.00 fc, and in the truck loading area of 0.27 fc, and would be consistent with recommended levels of lighting for safety of commercial/industrial building exterior areas. Thus, the addition of a warehouse on the project site would not significantly affect the provision of police services to the Bay Point area.

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c) *Schools? (Less than significant)*

The project does not include any residential development. Indirectly, as described in Environmental Checklist Section 14.a (Population and Housing), the project could result in a maximum increase of 133 persons in the Bay Point area. Of these persons, approximately 45 (34 percent) would be children up to age 19, including approximately 12 elementary school age children and 11 middle school age children. These children would attend schools in the Mount Diablo Unified School District (MDUSD), which provides public education services from kindergarten to 12<sup>th</sup> grade to students in the Bay Point area. MDUSD schools in the area include Bel Air Elementary School at 663 Canal Road, Rio Vista Elementary School at 611 Pacifica Avenue, Shore Acres Elementary School at 351 Marina Road, and Riverview Middle School at 205 Pacifica Avenue. The elementary schools have a combined enrollment of 1,412 students, including 465 students at Bel Air, 502 students at Rio Vista, and 445 students at Shore Acres. The elementary school age children associated with the warehouse project would increase total elementary school enrollment by one percent. Riverview Middle School has an enrollment of 854 students. The middle school age children associated with the project would increase middle school enrollment by one percent. These increases in school enrollment in the Bay Point area would be considered to be less than significant.

d) *Parks? (Less than significant)*

As described above, the project does not include any residential development. To the extent that future employees at the warehouse structure choose to move into the Bay Point area, there would be an increase in use of area parks. Parks in Bay Point include nine parks administered by the Ambrose Recreation and Park District. The Park District is funded through an assessment district that includes all properties in Bay Point, including the project site. These parks provide recreational facilities such as playgrounds and baseball fields, picnic and barbecue areas, and youth and adult recreational programs. Given the amount of available park space and the project’s relatively small indirect addition to the Bay Point area population, the impacts of the proposed project on parks would be less than significant.

e) *Other public facilities? (Less than significant)*

Libraries: Contra Costa Library operates 28 facilities in Contra Costa County, including the Bay Point Library at 205 Pacifica Avenue. The Contra Costa Library system is primarily funded by local property taxes, with additional revenue from intergovernmental sources. A portion of the property taxes on the project site would go to the Contra Costa Library system. Accordingly, the impact of the use of the public libraries by warehouse employees and their families who live in or move to the Bay Point area would be less than significant.

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Health Facilities: Contra Costa County Health Services District (CCCHSD) operates a regional medical center (hospital) and 11 health centers and clinics in the County. County health facilities generally serve low income and uninsured patients. The Bay Point Family Health Center at 215 Pacifica Avenue, provides routine and preventative health care services, prenatal and women’s health services, and children’s dental care. CCCHSD is primarily funded by federal and state funding programs, with additional revenue from local taxes, including a portion of the taxes on the project site. Thus, the impact of the use of public health facilities by warehouse employees and their families who live in or move to the Bay Point area would be less than significant.

**Sources of Information**

- <http://www.cccfpd.org/>, accessed January 18, 2017. *Contra Costa County Fire Protection District.*
- <http://www.co.contra-costa.ca.us/60/Sheriff>, accessed January 18, 2017. *Contra Costa County Office of the Sheriff.*
- <https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>, accessed January 18, 2017. *American Fact Finder, Bay Point CDP, California. [Note: the U.S. Census has discontinued American Fact Finder; the January 2017 data is the most recently available data.]*
- [http://www.mdusd.org/cms/page\\_view?d=x&piid=&vpid=1399564562549](http://www.mdusd.org/cms/page_view?d=x&piid=&vpid=1399564562549), accessed January 18, 2017. *Mt. Diablo Unified School District, Our Schools.*
- <http://www.greatschools.org/>, accessed March 1, 2021. *Great Schools.*
- <http://www.ambroserec.org/>, accessed January 18, 2017. *Ambrose Recreation and Park District.*
- <http://ccclib.org/>, accessed January 18, 2017. *Contra Costa County Library.*
- <http://cchealth.org/>, accessed January 18, 2017. *Contra Costa Health Services.*

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<b>16. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- 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? (Less than significant)*

As discussed in Environmental Checklist Section 15 (Public Services), there are nine parks administered by the Ambrose Recreation and Park District in the Bay Point area. The parks provide recreational facilities such as playgrounds and baseball fields, picnic and barbecue areas, and youth and adult recreational programs. In addition to these recreational facilities, the Bay Point Regional Shoreline, administered by the East Bay Regional Park District, provides approximately 150 acres of undeveloped open space and marsh habitat that provide opportunities for activities such as hiking, nature study, and fishing. Warehouse employees and their families who live in or move to the Bay Point area would incrementally increase use of these parks and recreational facilities. The impact of this incremental increase in use of the parks and recreational facilities would be less than significant.

- 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? (Less than significant)*

The proposed project is the construction and operation of a warehouse. There are no plans to construct any substantial recreational facility on the project site. Given the location of the nearby parks in Bay Point, warehouse employees and their families would likely use these nearby facilities. As described above, use of these public recreational facilities by employees and their families would incrementally increase use of the facilities, but would not be expected to result in the need to construct or expand recreational facilities.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Sources of Information**

- <http://www.ambroserec.org/>, accessed January 18, 2017. *Ambrose Recreation and Park District.*
- [http://www.ebparks.org/parks/bay\\_point](http://www.ebparks.org/parks/bay_point), accessed January 18, 2017. *Bay Point Regional Shoreline.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>17. TRANSPORTATION – Would the project:</b>				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric 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"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

- a) *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (Less than significant)*

Policy 4-c of the Growth Management Element of the General Plan requires a traffic impact analysis of any project that is estimated to generate 100 or more AM or PM peak-hour trips. Based on the Institute of Transportation Engineers (ITE) Trip Generation (10th Edition) rates for warehousing, TJKM Transportation Consultants projected the original 225,950 sq. ft. warehouse to generate 393 daily trips, including 38 AM peak hour trips and 43 PM Peak hour trips. TJKM projected the reduced 98,460 sq. ft. warehouse to generate 171 daily trips, including 13 AM peak hour trips and 19 PM peak hour trips in their November 2020 *Focused Traffic Impact Analysis*. Of these trips, approximately 20 percent are expected to be truck trips. Since the 98,460 sq. ft. warehouse project would yield less than 100 peak hour AM or PM trips, the proposed project would not conflict the General Plan Growth Management Element.

The Contra Costa Transportation Authority is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each local jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The Contra Costa Transportation Authority has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hours trips. As the reduced warehouse project would yield less than 100 peak hour AM or PM trips, the proposed project would not conflict with the CMP.

Regarding pedestrian and bicycle facilities, there are no sidewalks or bike lanes along Evora Road south of the gas station at the northwest corner of the Willow Pass Road/Evora Road intersection.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Bike lanes are striped on Willow Pass Road south of Evora Road. TJKM assessed the potential project impacts to pedestrian and bicycle safety in the project vicinity and found that the reduced warehouse project would not disrupt or be inconsistent with pedestrian and bicycle facilities, and therefore, project impacts to pedestrian and bicycle facilities would be less than significant.

With respect to transit facilities, the Eastern Contra Costa Transit Authority (Tri-Delta Transit) provides transit service to East Contra Costa County residents. Tri-Delta Transit Route 201 provides service between the Concord BART station and the Pittsburg/Bay Point BART station. Route 201 has stops (#815012 for westbound buses and #815008 for eastbound buses) located between the Willow Pass Road/Evora Road intersection and Highway 4 westbound off- and on-ramps. TJKM found that the proposed project would not interfere with existing bus routes and would not affect existing bus stops. Although the proposed project could increase patronage of the bus line, this increase in patronage could be accommodated by existing bus services, and therefore, impacts of the reduced warehouse project on transit service would be less than significant.

As described in Environmental Checklist Section 14 (Population and Housing), 39 persons could be employed at the warehouse. Thus, the project would not be subject to the Bay Area Commuter Benefits Program, administered by the BAAQMD and the Metropolitan Transportation Commission, which is mandatory for all employers with 50 or more full-time employees.

*b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)? (Less than significant)*

The Contra Costa County Board of Supervisors adopted the *Contra Costa County Transportation Analysis Guidelines* in June 2020. The *Transportation Analysis Guidelines* include the following screening criteria. If a proposed project meets the screening criteria, the project would be expected to have a less than significant impact and would not require VMT (Vehicle Miles Traveled) analysis.

- i. Projects that:
  - a. Generate or attract fewer than 110 daily vehicle trips; or,
  - b. Projects of 10,000 square feet or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.
- ii. Residential, retail, office projects, or mixed-use projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.
- iii. Residential projects (home-based VMT) at 15% or below the baseline County-wide home-based average VMT per capita, or employment projects (employee VMT) at 15% or below the baseline Bay Area average commute VMT per employee in areas with low VMT that incorporate similar VMT reducing features (i.e., density, mix of uses, transit accessibility).

Environmental Issues	Potentially	Less Than	Less Than	No
	Significant	Significant	Significant	Impact
	Impact	With	Impact	
		Mitigation		
		Incorporated		

- iv. Public facilities (e.g., emergency services, passive parks (low-intensity recreation, open space), libraries, community centers, public utilities) and government buildings.

As discussed in Environmental Checklist Section 17.a, the 98,460 sq. ft. warehouse is projected to generate 171 daily trips, and therefore, exceeds the County’s screening criteria. Accordingly, in their November 2020 *Focused Traffic Impact Analysis*, TJKM proceeded to establish existing employee VMT in the project area to determine if the proposed project would be required to prepare a detailed VMT analysis.

The proposed reduced warehouse would be constructed on a project site that is currently vacant, and therefore, projected automobile VMT would be generated primarily by employees commuting to and from work. The Contra Costa Transportation Authority (CCTA) travel demand model generates simulated daily weekday VMT per capita by traffic analysis zone (TAZ) within Contra Costa County and throughout the Bay Area, for commute VMT per employee and home-based VMT per resident.

The project site is within TAZ 20096; however, currently this TAZ is predominantly open space. Thus, in order to establish the expected per employee VMT at the project site, other nearby TAZs were evaluated for their proximity to the project site, freeway access, and mix of employment uses. TJKM identified three TAZs located immediately west of the project, including TAZ 20618 and TAZ 20619 that encompass the decommissioned naval weapons station and TAS 20097, which is a mixed industrial area accessed from Port Chicago Highway that includes warehouses. TJKM then calculated the weighted average per employee commute VMT in the four identified TAZs, as a reasonable estimate of employee VMT that would be generated by the proposed project. For these TAZs, based on model simulations for the year 2020, the estimated existing daily commute VMT per employee is 10.6 miles. Table 5 shows a summary of the TAZ data used to generate this weighted average.

**Table 5: Summary of TAZ Data**

TAZ	Description	Employment	Home-Based VMT Per Resident	Commute VMT Per Employee
20096	Project Location	1,078	5,348	5.0
20097	Industrial area west of Port Chicago Highway	2,529	49,438	19.5
20618	Naval Weapons Station – decommissioned	1,731	8,957	5.2
20619	Naval Weapons Station - decommissioned	3,151	26,353	8.4
<b>Total</b>		<b>8,489</b>	<b>90,096</b>	<b>10.6</b>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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For the year 2020, the Bay Area average commute VMT per employee generated by the CCTA travel demand model is 15.58. The corresponding threshold to consider a location to have low VMT, 15 percent below the regional average, is 13.24. The proposed project is estimated to have an average commute VMT of 10.6, which is 32 percent below the regional average. Therefore, based on the Contra Costa County screening criteria, the proposed project is expected to cause a less-than-significant impact under CEQA and is exempt from further VMT analysis. Accordingly, the proposed project would have a less than significant impact and would be consistent with CEQA Guidelines Section 15064.3(b).

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

Department of Public Works staff evaluated the proposed connection of the project driveway to existing streets, and observed that both Evora Road, and Evora Court meet the applicable street requirements. Staff has determined that parking along either one side or both sides of Evora Court will be prohibited, depending upon the actual curb-to-curb pavement width in a Condition of Approval. In addition, the Department of Public Works will require that adequate sight distance be provided at the driveway to ensure sight lines that are clear of obstructions in a Condition of Approval. With the parking restriction and the adequate sight distance added as Public Works Conditions of Approval, project-related traffic hazards will be minimized to less than significant levels.

- d) *Would the project result in inadequate emergency access? (Less than significant)*

The proposed project is located at the end of Evora Court, which is at the western terminus of Evora Road. At this location, there is no through traffic on Evora Road that could be obstructed by the project. Further, Evora Road slopes uphill to the east at a slope of approximately six percent to the Willow Pass Road/Evora Road intersection. As a result, vehicle speeds would be relatively low on the eastbound intersection approach. Thus, emergency access in the project vicinity would not be impeded. Regarding onsite access, at the time of County review of construction drawings for building permits, the Contra Costa County Fire Protection District would review the construction drawings and ensure that adequate emergency access to buildings on the project site is provided.

**Sources of Information**

- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans)*.
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan*.
- TJKM, received November 3, 2020. *Technical Memorandum, Focused Traffic Impact Analysis for the Panattoni Warehouse Development, Project No. 029-186*.

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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- Institute of Transportation Engineers, 2017. *Trip Generation, 10<sup>th</sup> Edition*.
- Contra Costa County General Plan 2005-2020. *Growth Management Element*.
- Contra Costa County General Plan 2005-2020. *Transportation and Circulation Element*.
- Contra Costa Transportation Authority, 2019. *Contra Costa Congestion Management Program*.
- <http://trideltatransit.com/>, accessed January 21, 2021. Tri-Delta Transit, Schedules & Maps.
- Contra Costa County, 2010. *Bicycle Facilities Network Map*.
- Contra Costa County Department of Public Works, Engineering Services Division, 2017. Letter: *Permit LP16-2031 Comments*.
- Contra Costa County, 2020. *Transportation Analysis Guidelines*.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>18. TRIBAL CULTURAL RESOURCES – <i>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></b>				
a) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

*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:*

- a) *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)?* **(No impact)**

As discussed in Environmental Checklist Section 5.a above, no structures or onsite historical resources are on the project site. Accordingly, the proposed project would have no impact on visible tribal cultural resources.

- b) *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?* **(Less than significant)**

As discussed in Environmental Checklist Sections 5.b, and 5.c above grading and other earthwork associated with project construction could encounter previously undiscovered archaeological resources and human remains. However, if the proposed project is approved, standard CDD Conditions of Approval will be added including:

- A. *The following measures shall be implemented during project construction.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. *A program of on-site education to instruct all construction personnel in the identification of prehistoric and historic deposits shall be conducted by a certified archaeologist prior to the start of any grading or construction activities.*
2. *If archaeological materials are uncovered during grading, trenching, or other on-site excavation, all work within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American tribe that has requested consultation and/or demonstrated interest in the project site, have had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s) if deemed necessary.*

*B. Should human remains be uncovered during grading, trenching, or other on-site excavation(s), earthwork within 30 yards of these materials shall be stopped until the County coroner has had an opportunity to evaluate the significance of the human remains and determine the proper treatment and disposition of the remains. Pursuant to California Health and Safety Code Section 7050.5, if the coroner determines the remains may those of a Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, the NAHC will then determine a Most Likely Descendant (MLD) tribe and contact them. The MLD tribe has 48 hours from the time they are given access to the site to make recommendations to the land owner for treatment and disposition of the ancestor's remains. The land owner shall follow the requirements of Public Resources Code Section 5097.98 for the remains.*

Thus, there would be a less than significant adverse environmental impact on archaeological resources or due to disturbance of human remains.

Regarding paleontological resources, as discussed in Environmental Checklist Section 7.f, the project site is essentially flat and has no discernable geologic features. Similar to archaeological resources, there is a possibility that buried fossils and other paleontological resources could be present and accidental discovery could occur. Standard CDD Condition of Approval A will address any discovered paleontological resource. As a result, there would be a less than significant adverse environmental impact on paleontological resources.

With respect to consultation with California Native American Tribes, on March 2, 2021, a Notice of Opportunity to Request Consultation was sent via email to the Wilton Rancheria, the one California Native American tribe that has requested notification of proposed projects. On March 2, 2021, staff

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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received an email from the Wilton Rancheria, stating that the Wilton Rancheria has no concerns about the proposed project.

**Sources of Information**

- Site visits conducted by County staff, November and December 2016, January 2021.
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*
- Donaldson Associates. 2002. *Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- California Historical Resources Information System, 2004. Letter: *GP04-0010, RZ04-3151, SD04-8918, DP04-3096 / Hwy 4 & Willow Pass Road / Thomas/DeNova LLC.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>19. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUMMARY:**

- a) *Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (Less than significant)*

The proposed project would be constructed in an area designated for the proposed use. Utilities and service systems are in existence and available for use by the proposed project.

Wastewater generated by the proposed project would originate from restrooms in the warehouse structure. Sewer line laterals would be installed to connect the warehouse to Delta Diablo Sanitation District (DDSD) facilities. The wastewater generated by the warehouse would incrementally

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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increase wastewater flows in the DDS system; however, the warehouse would be expected to be accommodated by existing DDS facilities. The DDS would connect the warehouse to its facilities after processing a non-residential wastewater utility service application and collecting the applicable connection fees, completing a building plan review, and issuing a permit for sewer work. By following this process, impacts of the proposed project on DDS facilities would be less than significant.

The project site is in the CCWD service area. As described in Environmental Checklist Section 19.b below, in the event that the project would not use ground water, water service would be provided by CCWD. The CCWD has not indicated that significant facility improvements would be needed in order to serve the project. The improvements would be provided by the applicant/property owner at its expense. With the use of ground water or with the installation of these improvements, impacts of the proposed project on CCWD facilities would be less than significant.

As discussed in Environmental Checklist Section 10 (Hydrology and Water Quality), project stormwater controls include dispersion of runoff from the warehouse roof and paved surfaces to vegetated areas and small onsite bio-retention basins installed along the perimeter of the driveway and parking areas. The stormwater controls would collect stormwater, allow percolation into the ground, and convey excess runoff to existing onsite drainage swales that would direct runoff to detention basin inlet structure located at the northwest corner of the property. The inlet structure leads to a detention basin located northwest of the site. Department of Public Works staff will review and approve the project’s stormwater control plan. Accordingly, with implementation of the approved stormwater control plan, the warehouse project would have a less than significant adverse environmental impact on any drainage facility

Other utilities and service systems would require minor modification to meet design and construction code requirements for the 98,460 sq. ft. warehouse. There would be no requirements for new or expanded utilities or other systems related to electric power, natural gas, or telecommunication facilities. The installation and operation of the proposed warehouse would have less than significant effects on these other utilities and service systems.

- b) *Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (Less than significant)*

The Willow Pass Business Park has an agreement with CCWD, whereby the Business Park uses ground water. The proposed project would use this ground water source or, in the event that the ground water source is not reliable, would request treated water service from CCWD. The CCWD has indicated that significant facility improvements would be needed to serve the warehouse, at the applicant/property owner’s expense. If necessary, CCWD will review the project application documents regarding the provision of new water service pursuant to CCWD water service

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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regulations. With the use of ground water or with the installation of the facility improvements, the impact of providing water service to the proposed project would be less than significant.

- c) *Would the project 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? **(Less than significant)***

As discussed in Environmental Checklist Section 19.a above, the project site is served by the DDSD. DDSD would review the construction drawings for the building permit for the warehouse to ensure that the development would be accommodated by DDSD facilities.

- d) *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? **(Less than significant)***

The proposed project would generate construction solid waste and post-construction commercial solid waste. Construction waste would be hauled to the Acme Landfill, located at 890 Waterbird Way in Martinez. The Acme Landfill is estimated to be at 35 percent of capacity. Future construction of the warehouse structure would incrementally add to the construction waste headed to the landfill; however, the impact of the project related incremental increase is considered to be less than significant. Further, construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development, Building Inspection Division, at the time of application for a building permit. The Debris Recovery Program would reduce the construction debris headed to the landfill by diverting materials that can be recycled to appropriate recycling facilities.

With respect to commercial waste, the receiving landfill for operational waste is Keller Canyon, located at 901 Bailey Road in Bay Point. Keller Canyon is estimated to be at 15 percent of capacity. Commercial waste from the warehouse would incrementally add to the operational waste headed to the landfill; however, the impact of the project-related commercial waste is considered to be less than significant. Moreover, the warehouse would be subject to the statewide mandatory commercial recycling program (AB 341 Solid Waste: Diversion) to reuse, recycle or otherwise divert solid waste from the landfill.

- e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? **(No impact)***

The proposed project will be required to comply with applicable federal, state, and local laws related to solid waste. The warehouse project would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to solid waste.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Sources of Information**

- <http://www.deltadiablo.org/>, accessed January 19, 2017. *Delta Diablo (Sanitation District)*.
- Contra Costa LAFCO, 2007. *Section 8.0 Diablo Delta Sanitation District Wastewater Service, Water and Wastewater Municipal Services Review for East Contra Costa County*.
- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans)*.
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan*.
- Laugenour and Meikle, received September 29, 2016. *Evaluation of Existing Drainage Facilities for Evora Road Industrial Center, Contra Costa County, California, APNs 099-160-026 and 099-160-027*. LM Job #4042-15-1.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>20. WILDFIRE</b> – <i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUMMARY:**

*If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:*

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan? (Less than significant)*

As discussed in Environmental Checklist Section 9.g (Hazards and Hazardous Materials), the project site is in an area designated as a moderate fire hazard area. However, the potential for wildfires originating from the warehouse facility is greatly minimized by conformance to applicable requirements of the California Building Code Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure), California Fire Code Chapter 47 (Requirements for Wildland-Urban Interface Fire Areas), and Title 24 of the California Code of Regulations (California Building Standards), which would reduce the risk of loss, injury or death from wildland fires.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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As discussed in Environmental Checklist Section 15.a (Public Services – Fire Protection), fire protection and emergency medical response services in the project vicinity are provided by the CCCFPD, which has two fire stations in proximity to the project site. Prior to future construction of the warehouse structure, the construction drawings would be reviewed and approved by the CCCFPD. Compliance with all CCCFPD requirements would ensure that project impacts on emergency response and evacuation would be less than significant.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (Less than significant)*

The site is 890 feet northwest of the western terminus of Evora Road, which is 1,500 feet southwest of the intersection of Willow Pass Road and Evora Road. The site is relatively flat, with a slope of two percent, and is at an average elevation of 145 feet above sea level. The site is essentially a level terrace sited above a portion of the former Concord Naval Weapons Station to the west and below the Willow Pass Business Park to the east. Accordingly, access to and from the warehouse would not be substantially encumbered due to a wildfire and persons on the project site would be able to readily evacuate if necessary. In addition to meeting CCCFPD requirements as discussed in Environmental Checklist Section 20.a above, construction plans for the warehouse would be reviewed and approved by the CCCFPD. With the preceding consideration, wildfire risk to persons at the warehouse would be less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (Less than significant)*

As discussed in Environmental Checklist Section 20.a above, construction plans for the warehouse would be reviewed and approved by the CCCFPD, and compliance with all Fire Protection District requirements would ensure that temporary or ongoing impacts to the environment due to wildfires would be less than significant.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (Less than significant)*

As discussed above in Environmental Checklist Section 19.a (Utilities and Service Systems), project stormwater controls would collect stormwater, allow percolation into the ground, and convey excess runoff to existing onsite drainage swales that would direct runoff to detention basin inlet structure that leads to a detention basin. Moreover, the Department of Public Works staff will review and approve the project’s stormwater control plan and will require Conditions of Approval

<b>Environmental Issues</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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as necessary to reduce risks of runoff, slope instability, and drainage changes. Compliance with the Public Works Conditions of Approval will reduce risks to less than significant levels.

**Sources of Information**

- [http://www.fire.ca.gov/fire\\_prevention/fire\\_prevention\\_wildland\\_codes.php](http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_codes.php), accessed December 15, 2016. *Cal Fire, Wildland Hazards and Building Codes.*
- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans).*
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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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<b>21. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to substantially 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, substantially 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 type="checkbox"/>	<input checked="" 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"/>

**SUMMARY:**

- a) *Does the project have the potential to substantially 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, substantially 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? (Less than significant with mitigation)*

Future development of the warehouse structure would be contained within the 15.42-acre project site. As assessed in Environmental Checklist Section 4 (Biological Resources), the proposed project would have potential impacts on special status wildlife species, nesting birds, riparian habitat, and sensitive habitats due to introduction of invasive species; however, with implementation of the recommended mitigations, the project would not have a significant impact on riparian and sensitive habitats, special status species, or nesting birds. As assessed in Environmental Checklist Section 5

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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(Cultural Resources), the proposed project would have no impact on historic resources and less than significant impacts on prehistoric and archaeological resources with the application of standard CDD Conditions of Approval. Where mitigation measures are proposed in this Initial Study, the measures will be Conditions of Approval of the proposed project and the project sponsor will be responsible for implementation of the measures.

- 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.) (Less than significant)*

The proposed project would not create substantial cumulative impacts. The project site is located within the Urban Limit Line in an area that allows commercial development, such as warehouses. The proposed project would be consistent with the existing nearby commercial development in the Willow Pass Business Park

- c) *Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (Less than significant with mitigation)*

This Initial Study has disclosed impacts that could be potentially significant but would be less than significant with the implementation of mitigation measures. If the project is approved, all identified mitigation measures will be included in the Conditions of Approval for the project, and the project sponsor will be responsible for implementation of the measures. As a result, with Conditions of Approval, there will not be any environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

## REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the following references were consulted and are available for review by contacting the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553:

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- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration*.

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- TJKM, received November 3, 2020. *Technical Memorandum, Focused Traffic Impact Analysis for the Panattoni Warehouse Development, Project No. 029-186.*
- U.S. Army Corp of Engineers, 2001. Letter on Corps jurisdiction under Section 404 of the Clean Water Act.
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- U.S. Fish & Wildlife Service, 2003. *Status Assessment and Conservation Plan for the Western Burrowing Owl in the United States.*
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- Ware Malcomb, received July 14, 2016. *Willow Pass, Evora Road (project plans).*
- Ware Malcomb, received May 13, 2020. *Conceptual Site Plan.*
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