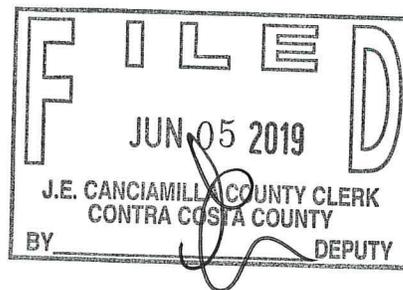


**Department of  
Conservation and  
Development**

30 Muir Road  
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra  
Costa  
County**



**John Kopchik**  
Director

**Aruna Bhat**  
Deputy Director

**Jason Crapo**  
Deputy Director

**Maureen Toms**  
Deputy Director

**Kelli Zenn**  
Business Operations Manager

June 2019

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

**County File No. CP 17-30**

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 Department of Conservation and Development of Contra Costa County has prepared an Initial Study for the following project:

**PROJECT NAME:** Fred Jackson Way First Mile/Last Mile Connection Project

**LEAD AGENCY:** Contra Costa County Department of Conservation and Development

**APPLICANT:** Contra Costa County Public Works Department

**LOCATION:** Along Fred Jackson Way between Grove Avenue and Brookside Drive, North Richmond, West Contra Costa County.

**ZONING:** P-1 (Planned Unit)

**DESCRIPTION:** The purpose of this project is to improve facilities and connectivity for pedestrians and bicyclists. The project consists of complete street improvements and streetscape enhancements along Fred Jackson Way.

In the southern segment of the project, on each side of the street the sidewalk will be widened to widths varying between 7 feet and 9 feet into the existing roadway (which currently has width to accommodate the widened sidewalk). Additional work within the paved roadway will include potential resurfacing and restriping to include buffered bike lanes. Other modifications may include bulb outs, street trees and Green Infrastructure Facilities.

In the northern segment of the project, a five-foot wide pedestrian path will be constructed on the east side of the roadway and buffered bike lanes will be added on both sides of the roadway. To incorporate the new pedestrian path and bike lanes, a portion of the roadway will be widened and restriped, and then the pedestrian pathway will continue separated from the roadway. The proposed pedestrian path will require right-of-way acquisition. It is expected that a few non-native trees will be removed. Potential tree removal includes but is not limited to two eucalyptus trees, and is not to exceed 16 trees. No structural modifications will be made to the bridge at Wildcat Creek, but the striping will be modified to narrow vehicle-travel lanes to accommodate bike lanes.

Both segments will include drainage modifications, ADA compliant curb ramps, and possible utility relocations/adjustments. Appropriate Best Management Practices (BMPs) will be implemented to protect storm drain inlets. Tree and vegetation trimming may be necessary throughout the project area. In order to minimize damage to trees, any roots exposed during construction activities will be clean cut. One lane will be open during construction activities. Standard lane closures and traffic control will be utilized during construction. Emergency vehicles will have access at all times. Real Property transactions, including right-of-way acquisition may be necessary in support of this project. Project construction is anticipated to begin in May of 2021 and take approximately three months to complete.

**ENVIRONMENTAL EFFECTS:** The Initial Study for the proposed project identified potentially significant impacts in the environmental area of Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources. Environmental analysis determined that measures were available to mitigate potential adverse impacts to insignificant levels. As a result, a Mitigated Negative Declaration (MND) has been prepared pursuant to Public Resources Code Section 21080(c), 21063.5, and Article 6 of the California Environmental Quality Act (CEQA) Guidelines.

Pursuant to the requirements of CEQA (CEQA Guidelines Section 15071) the MND describes the proposed project; identifies, analyzes, and evaluates the potential significant environmental impacts, which may result from the proposed project; and identifies measures to mitigate adverse environmental impacts. Mitigations identified in this document designed for the proposed project will ensure that the project will not cause a significant impact on the environment.

A copy of the Initial Study/Mitigated Negative Declaration (IS/MND) may be reviewed at the Contra Costa County Public Works Department, 255 Glacier Drive, Martinez, during normal business hours. You may also view the IS/MND on the County's webpage: <http://www.co.contra-costa.ca.us> (Click on Government, Departments E-Z, Public Works, Environmental Services Public Notices). All documents referenced in the IS/MND are available on request.

**PUBLIC COMMENT PERIOD:** The period for accepting comments on the adequacy of the environmental document is from **June 7, 2019 to July 6, 2019**. Any comments should be in writing and submitted to the following address and/or mail address:

Laura Cremin, Environmental Analyst I  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553  
[laura.cremin@pw.cccounty.us](mailto:laura.cremin@pw.cccounty.us)

The environmental document is expected to go before the County Board of Supervisors on **July 30, 2019**. To confirm the Board date, please contact Laura Cremin at (925) 313-2015.

Attachments: Figure 1: Project Regional Location  
Figure 2: Project Vicinity

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Deputy Director

**Kelli Zenn**  
Business Operations Manager

**Junio 2019**

**AVISO DE REVISIÓN PÚBLICA E INTENCIÓN  
PARA ADOPTAR UNA DECLARACIÓN PROPUESTA NEGATIVA MITIGADA**

Archivo de Condado No. CP 17-30

Conforme al Código de Recursos Públicos del Estado de California y las "Pautas para la Implementación de la Ley de Calidad Ambiental de California de 1970", según enmendadas hasta la fecha, esto le informa que el Departamento de Conservación y Desarrollo del Condado de Contra Costa ha preparado un Estudio Inicial para el siguiente proyecto:

**NOMBRE DEL PROYECTO:** Fred Jackson Way First Mile/Last Mile Connection Project

**AGENCIA LIDER:** Departamento de Conservación y Desarrollo del Condado de Contra Costa

**SOLICITANTE:** Departamento de Obras Públicas del Condado de Contra Costa

**UBICACION:** A lo largo de Fred Jackson Way entre Grove Avenue y Brookside Drive, North Richmond, West Contra Costa County

**ZONIFICACIÓN:** P-1 (Unidad Planificada)

**DESCRIPCIÓN:** El propósito de este proyecto es mejorar las instalaciones y la conectividad para peatones y ciclistas. El proyecto consiste en mejoras completas en las calles y mejoras en el paisaje urbano a lo largo de Fred Jackson Way.

En el segmento sur del proyecto, a cada lado de la calle, la acera se ampliará a lo ancho que variara entre 7 pies y 9 pies en el camino existente (que actualmente tiene un ancho para acomodar la acera ampliada). El trabajo adicional dentro de la carretera pavimentada incluirá la posibilidad de repavimentación y reabastecimiento para incluir carriles para bicicletas con amortiguación. Otras modificaciones pueden incluir bombillas, árboles en las calles e instalaciones de infraestructura verde.

En el segmento norte del proyecto, se construirá un camino peatonal de cinco pies de ancho en el lado este de la carretera y se agregarán carriles para bicicletas amortiguados en ambos lados de la carretera. Para incorporar el nuevo camino peatonal y los carriles para bicicletas, una parte de la carretera se ampliará y volverá a remarcar las líneas del carril, y luego la ruta peatonal continuará separada de la carretera. El camino peatonal propuesto requerirá la adquisición del derecho de paso, y la extracción menor de árboles puede ser necesaria, y se anticipa que serán dos árboles de eucalipto. No se harán modificaciones estructurales al puente

en Wildcat Creek, pero se modificará el trazado de líneas para restringir los carriles de los vehículos para acomodar los carriles para bicicletas.

Ambos segmentos incluirán modificaciones de drenaje, rampas de acera compatibles con ADA y posibles reubicaciones / ajustes de servicios públicos. Se implementarán las mejores prácticas de manejo (MPM) para proteger las entradas de drenaje pluvial. El corte de árboles y vegetación puede ser necesario en toda el área del proyecto. Para minimizar el daño a los árboles, cualquier raíz expuesta durante las actividades de construcción será cortada. Un carril estará abierto durante las actividades de construcción. Los cierres de carriles estándar y el control de tráfico se utilizarán durante la construcción. Los vehículos de emergencia tendrán acceso en todo momento. Transacciones de bienes inmuebles, y la adquisición del derecho de paso, pueden ser necesarias para este proyecto. Se prevé que la construcción del proyecto comience en Mayo del 2021 y demore aproximadamente tres meses en completarse.

**EFFECTOS AMBIENTALES:** El Estudio Inicial del proyecto propuesto identificó impactos potencialmente significativos en el área ambiental de Recursos Biológicos, Recursos Culturales, Geología / Suelos, Riesgos y Materiales Peligrosos, Ruido, Transporte, y Recursos Culturales Tribales. El análisis ambiental determinó que las medidas estaban disponibles para mitigar los posibles impactos adversos a niveles insignificantes. Como resultado, se ha preparado una Declaración Negativa Mitigada (MND) de conformidad con la Sección 21080 (c) del Código de Recursos Públicos, 21063.5 y el Artículo 6 de las Directrices de la Ley de Calidad Ambiental de California (CEQA).

De conformidad con los requisitos de CEQA (Sección de Normas de CEQA 15071), el MND describe el proyecto propuesto; identifica, analiza y evalúa los posibles impactos ambientales significativos, que pueden resultar del proyecto propuesto; e identifica medidas para mitigar los impactos ambientales adversos. Las mitigaciones identificadas en este documento diseñado para el proyecto propuesto garantizarán que el proyecto no causará un impacto significativo en el medio ambiente.

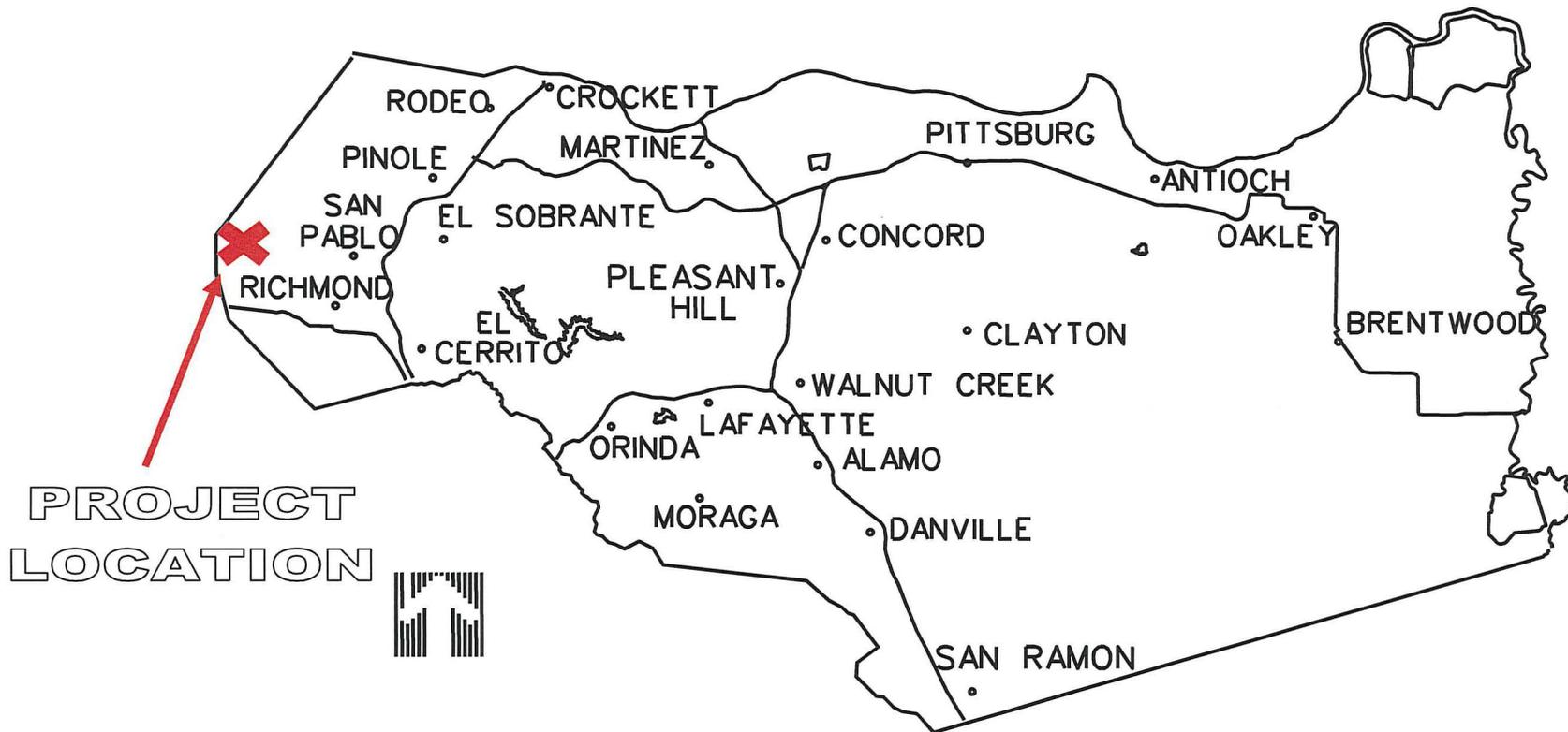
Se puede revisar una copia del Estudio Inicial / Declaración Negativa Mitigada (IS / MND) en el Departamento de Obras Públicas del Condado de Contra Costa, 255 Glacier Drive, Martinez, durante las horas normales de oficina. También puede ver el IS / MND en la página web del Condado: <http://www.co.contra-costa.ca.us> (Haga clic en Gobierno, Departamentos H-Z, Obras públicas, Avisos públicos). Todos los documentos a los que se hace referencia en el IS / MND están disponibles por solicitud.

**PERÍODO DE COMENTARIOS PÚBLICOS:** El período para aceptar comentarios sobre la idoneidad del documento ambiental es desde el 7 del Junio, 2019 hasta el 6 del Julio, 2019. Todos los comentarios deben hacerse por escrito y enviarse a la siguiente dirección y / o correo postal:

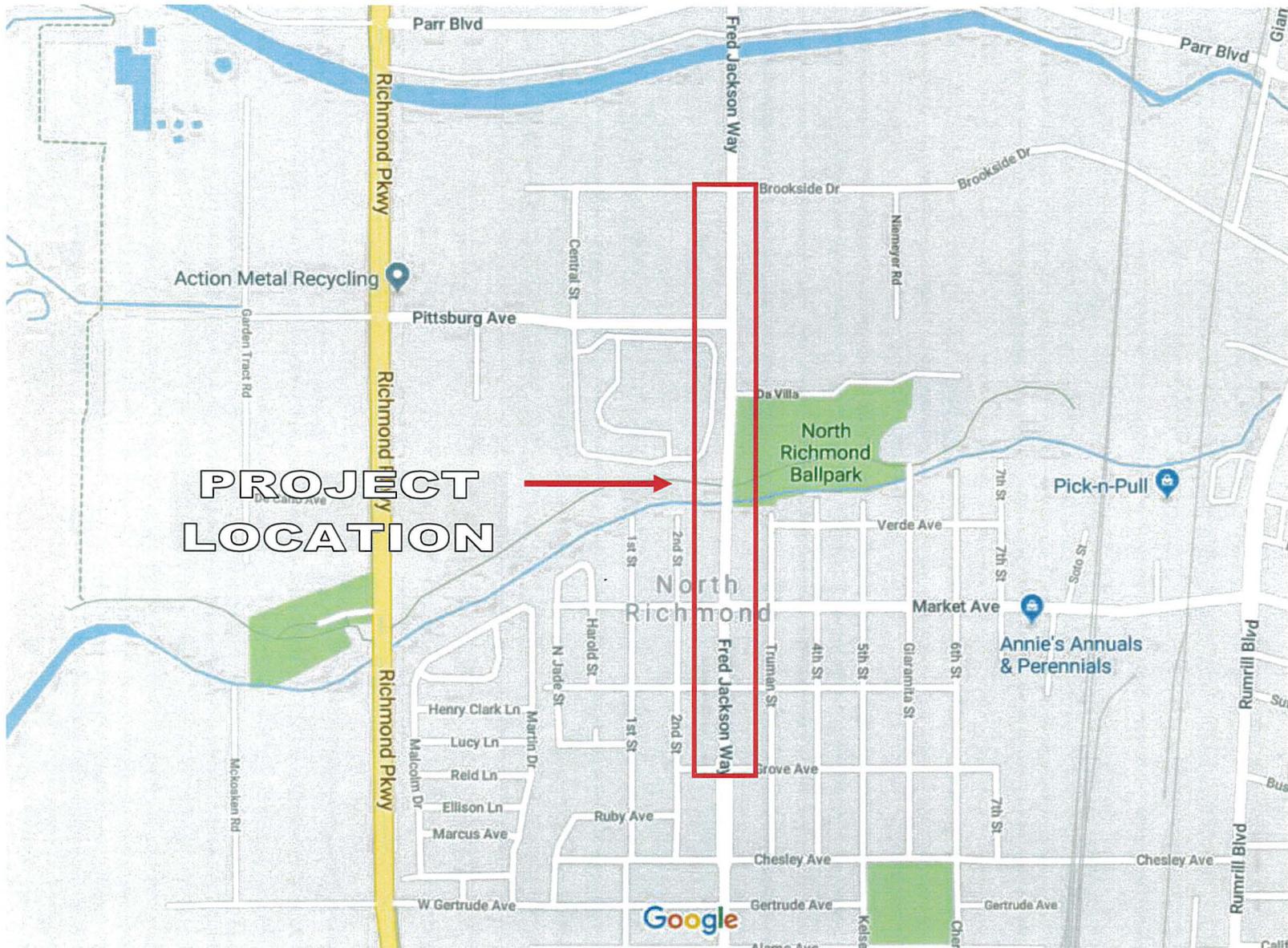
Laura Cremin, Environmental Analyst I  
Contra Costa County Public Works Department  
255 Glacier Drive  
Martinez, CA 94553  
[laura.cremin@pw.cccounty.us](mailto:laura.cremin@pw.cccounty.us)

Se espera que el documento ambiental se presente ante la Junta de Supervisores del Condado el 30 del Julio de 2019. Para confirmar la fecha de la Junta, comuníquese con Laura Cremin al (925) 313-2015. Tenga en cuenta que tenemos servicios de traducción al español disponibles para ayudarlo.

# CONTRA COSTA COUNTY CALIFORNIA



**FIGURE 1: Regional Location Map**



**FIGURE 2: Vicinity Map**

PUBLIC WORKS DEPARTMENT  
INITIAL STUDY OF  
ENVIRONMENTAL SIGNIFICANCE

PROJECT NUMBER: 0662-6R4153  
CP# 17-30

PROJECT NAME: Fred Jackson Way First Mile/Last Mile Connection Project

PREPARED BY: Laura Cremin, Environmental Services Division

DATE: May 30, 2019

APPROVED BY: [Signature]

DATE: 6/3/19

RECOMMENDATIONS:

- Categorical Exemption: \$1530 [Class]  Mitigated Negative Declaration  
 Environmental Impact Report Required  Conditional Negative Declaration

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

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

USGS Quad Sheet: Richmond	Base Map Sheet #: J-4	Parcel #: N/A
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GENERAL CONSIDERATIONS:

- Location:** North Richmond, an unincorporated city in western Contra Costa County, along Fred Jackson Way between Grove Avenue and Brookside Drive.
- Project Description:** The purpose of this project is to improve facilities and connectivity for pedestrians and bicyclists. The project consists of complete street improvements and streetscape enhancements along Fred Jackson Way.

In the southern segment of the project, on each side of the street the sidewalk will be widened to widths varying between 7 feet and 9 feet into the existing roadway (which currently has width to accommodate the widened sidewalk). Additional work within the paved roadway will include potential resurfacing and restriping to include buffered bike lanes. Other modifications may include bulb outs, street trees and Green Infrastructure Facilities.

In the northern segment of the project, a five-foot wide pedestrian path will be constructed on the east side of the roadway and buffered bike lanes will be added on both sides of the roadway. To incorporate the new pedestrian path and bike lanes, a portion of the roadway will be widened and restriped, and then the pedestrian pathway will continue separated from the roadway. The proposed pedestrian path will require right-of-way acquisition. It is expected that a few non-native trees will be removed. Potential tree removal includes but is not limited to two eucalyptus trees, and is not to exceed 16 trees. Removal of trees will be avoided to the extent feasible. No structural modifications will be made to the bridge at Wildcat Creek, but the striping will be modified to narrow vehicle-travel lanes to accommodate bike lanes.

Both segments will include drainage modifications, ADA compliant curb ramps, and possible utility relocations/adjustments. Appropriate Best Management Practices (BMPs) will be implemented to protect storm drain inlets. Tree and vegetation trimming may be necessary throughout the project area. In order to minimize damage to trees, any roots exposed during construction activities will be clean cut. One lane will be open during construction activities. Standard lane closures and traffic control will be utilized during construction. Emergency vehicles will have access at all times. Real Property transactions, including right-of-way acquisition may be necessary in support of this project. Project construction is anticipated to begin in May of 2021 and take approximately three months to complete.

- Does it appear that any feature of the project will generate significant public concern?**

Yes  No  maybe (Nature of concern):

- Will the project require approval or permits by other than a County agency?**

Yes  No The California Department of Transportation (Caltrans) under aegis of the Federal Highway Administration

- Is the project within the Sphere of Influence of any city?** Yes (Richmond)

## Environmental Checklist Form

1. **Project Title:**  
Fred Jackson First Mile/Last Mile Connection Project
2. **Lead Agency Name and Address:**  
Contra Costa County Department of Conservation and Development  
30 Muir Road, Martinez, CA 94553
3. **Contact Person and Phone Number:**  
Laura Cremin, Environmental Analyst, (925) 313-2015  
Contra Costa County Public Works Department
4. **Project Location:**  
This Project is located in North Richmond, an unincorporated area in western Contra Costa County, along Fred Jackson Way between Grove Avenue and Brookside Drive (Figures 1 – 3).
5. **Project Sponsor's Name and Address:**  
Contra Costa County Public Works Department  
255 Glacier Drive, Martinez CA 94553
6. **General Plan Designation:**  
SH (Single-Family Residential High Density), OS (Open Space), LI (Light Industry), HI (Heavy Industry)
7. **Zoning:**  
P-1 (Planned Unit)
8. **Description of Project:**  
The Fred Jackson Way First Mile/Last Mile Connection Project proposes to construct complete street improvements and streetscape enhancements along Fred Jackson Way, between Grove Avenue and Brookside Drive (Project). The Project is located in North Richmond, an unincorporated area of Contra Costa County.

The purpose of the Project is to improve facilities and connectivity for pedestrians and bicyclists. Currently, from Grove Avenue to Wildcat Creek, there are substandard sidewalks with utility poles blocking pedestrian access. Pedestrians often walk on the street as a result. In this area, there are parks, a school, bus stops, and other community gathering places that would be better served with improved sidewalks. From Wildcat Creek to Brookside Drive, there are no sidewalks or bike lanes, and the proposed pedestrian path and bike lane would improve facilities along this route.

In the southern segment of the Project stretching from Grove Avenue to Wildcat Creek Bridge (0.3 miles) on each side of the street, the sidewalk will be widened to widths varying between 7 feet and 9 feet into the existing roadway, which currently has width to accommodate the widened sidewalk. Additional work within the paved roadway will include potential resurfacing and restriping to include buffered bike lanes. Other modifications may include bulb-outs, street trees and Green Infrastructure Facilities.

In the northern segment of the Project from Wildcat Creek to Brookside Drive (0.3 miles), the Project will construct a five-foot wide pedestrian path on the east side of the roadway. The section between Da Villa and Brookside Drive will include pavement widening and restriping to incorporate the new pedestrian path and new buffered bike lanes on both sides of the roadway. The Project will

continue the pedestrian pathway via a separated pedestrian path between Pittsburg Avenue and Brookside Drive. The proposed pedestrian path will require right-of-way acquisition. It is expected that a few non-native trees will be removed. Potential tree removal includes but is not limited to two eucalyptus trees, and is not to exceed 16 trees. Removal of trees will be avoided to the extent feasible. No structural modifications will be made to the bridge at Wildcat Creek, but the striping will be modified to narrow vehicle-travel lanes to accommodate bike lanes. Refer to Figure 3 for boundary of the Project Site. Refer to Figure 4 for the preliminary Project Layout.

Both segments will include drainage modifications, ADA compliant curb ramps and possible utility relocations/adjustments. Tree and vegetation trimming may be necessary throughout the Project area. One lane will be open during construction activities. Standard lane closures and traffic control will be utilized during construction. No traffic detours are necessary. Project construction is anticipated to begin in May of 2021 and take approximately three months to complete.

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

Fred Jackson Way is a two-lane road with a 25 mile per hour speed limit along most of its length, and is the primary north-south travel corridor through the unincorporated area of North Richmond in western Contra Costa County. The southern segment of the Project is densely residential (primarily single-family homes) and the northern segment of the Project is surrounded by light and heavy industry. West County Wastewater and West Contra Costa Sanitary Landfill are within 0.5 miles northwest of the Project Site. There are two vacant lots on the east side of Fred Jackson Way that were formerly used for commercial nursery operations. Topography within the vicinity of the Project Site is generally flat.

The San Pablo Bay is approximately 1.5 miles west of the Project, and the cities of San Pablo and Richmond flank the eastern side of North Richmond – forming a dense urban area between I-580 to the south and I-80 to the east.

Wildcat Creek intersects the Project Site approximately mid-way and flows under a bridge on Fred Jackson Way, then continues to flow west for approximately two miles into the San Pablo Bay. Wildcat Creek Trail (managed by East Bay Regional Park District) is adjacent to Wildcat Creek.

10. **Other public agencies whose approval is required** (e.g. permits, financing, approval, or participation agreement): The California Department of Transportation (Caltrans) under the aegis of the Federal Highways Administration.
11. **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.?**

Yes, Wilton Rancheria requested consultation under AB52. The County conducted outreach to initiate consultation (refer to Section XVIII. Tribal Cultural Resources for the record of contacts). The tribe requested cultural studies on August 7, 2017, however the documents were not available at the time. These documents were shared as they became available, including the first copy of the cultural resources study (prepared January 2019), a plan for the field investigation (prepared January 2019), and the first copy of the field investigation report (prepared May 2019). No information regarding potential resources was received from the tribe, however consultation will continue throughout the project. Additionally, coordination with Wilton Rancheria is ongoing through Section 106, refer to Section V. Cultural Resources.

**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 checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input checked="" type="checkbox"/> Geology/Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input checked="" type="checkbox"/> Hazards & Hazardous Materials
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources
<input checked="" type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance

**ENVIRONMENTAL DETERMINATION: (To be completed by the Lead Agency)**

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 mitigations measures that are imposed upon the proposed project, nothing further is required.

Telma B. Moreira  
Signature

6/3/2019  
Date

Contra Costa County Department of Conservation and Development

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EVALUATION OF ENVIRONMENTAL IMPACTS:

**I. AESTHETICS**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Except as provided in Public Resources Code Section 21099, would the project:</i>				
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 buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

According to the Contra Costa County General Plan 2005-2020 (General Plan), the County has two main scenic resources in addition to many localized scenic features: (1) scenic ridges, hillsides, and rock outcroppings; and (2) the San Francisco Bay/Delta estuary system (Contra Costa County 2005c).

The Project will not have a substantial adverse effect on a scenic vista. All scenic ridgelines identified on Figure 9-1 of the General Plan are located to the east of the Project and are not visible from the Project Site. The San Pablo Bay is approximately 1.5 miles west of the Project but is not visible from the Project Site. Therefore, the Project will have **no impact**.

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

The Project is not located within a state scenic highway (Caltrans 2017). Therefore, the Project impacts will have **no impact**.

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?*

The Project is located in North Richmond, which is an urban area. The applicable governing document for scenic quality is the General Plan described in Section I.a. The Project Site is zoned as Planned Unit

(P-1) and therefore has specific measures developed for the North Richmond Area. The policy related to scenic quality states that growth and development should “Achieve an upgrading of the visual appearance and unity of the area through architectural and landscape requirements and utility undergrounding.”

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway. The addition of bike lanes and sidewalks will not substantially alter the appearance of the current roadway. Streetscape enhancements, including the addition of street trees, bulb-outs, and high visibility crosswalks, are intended to improve bicycle and pedestrian facilities and are intended to be aesthetically pleasing by connecting existing and new facilities and bringing in street trees.

The Project will not introduce buildings, structures or other features that would not be compatible with the architectural and landscape requirements of the area. Some existing tree and vegetation removal may be necessary; however, it will be minimal and would not affect the overall appearance or character of the area, further, new trees will be planted. Therefore, Project impacts will be **less than significant**.

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

The Project will not create a new permanent source of light or glare that would adversely affect day or nighttime views. With the exception of road striping for bike lanes and road crossings, no reflective surfaces or lights would be installed by the Project. Construction is expected to take place during the daylight hours. If unforeseen circumstances necessitate night work, it would be temporary and require approval by the Resident Engineer who will be available to address any concerns. Therefore Project impacts will be **less than significant**.

**II. AGRICULTURE AND FOREST RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for 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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

According to the California Department of Conservation (DOC 2016) Farmland Mapping and Monitoring Program, land near the Project Site is designated as Urban and Built Up Land and Grazing Land. Although Grazing Land is mapped near the Project, the area is dominated by industrial and residential land uses and there is no active grazing near the Project Site. Further, the Project Site and surrounding areas are designated by the General Plan as SH (Single-Family Residential High Density), OS (Open Space), LI (Light Industry), HI (Heavy Industry) and zoned P-1 (Planned Unit). There is no Farmland in the Project area. Therefore, the Project will have **no impact**.

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

There is no farmland in the Project vicinity. Therefore, the Project will have **no impact**.

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))?*

There is no forestland, or land zoned for timberland production in the Project area. Therefore, the Project will have **no impact**.

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

There is no forestland, or land zoned for timberland production in the Project area. Therefore, the Project will have **no impact**.

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

There is no farmland in the Project area. Therefore, the Project will have **no impact**.

### III. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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"/>

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

The Bay Area Air Quality Management District (BAAQMD) is the regional, government agency that regulates sources of air pollution within the nine San Francisco Bay Area Counties. The air quality plan that is applicable to the proposed project is the BAAQMD’s 2017 Clean Air Plan (Clean Air Plan), which was adopted April 19, 2017.

The BAAQMD considers a project to be consistent with air quality plans prepared for the region if there is substantial evidence that the project: 1) supports the goals of the Clean Air Plan; 2) includes applicable control measures from the Clean Air Plan; and 3) would not disrupt or hinder implementation of any control measures from the Clean Air Plan. An evaluation of the consistency of the Project with the Clean Air Plan is provided below.

**Clean Air Plan Goals.** The primary goals of the Clean Air Plan are to attain air quality standards; reduce population exposure to air pollutants and protect public health in the Bay Area; and reduce greenhouse gas emissions and protect the climate. The Project will not cause significant air quality or greenhouse gas emissions impacts and will not increase exposure of the population to air pollutants (see analysis that follows in Sections III. b and VIII. a). The Project will not hinder the region from attainment of the goals outlined in the Clean Air Plan. Therefore, the Project supports the goals of the Clean Air Plan.

**Clean Air Plan Control Measures.** The control strategies of the Clean Air Plan include measures in the following categories: stationary sources measures, mobile source measures, transportation control measures, land use and local impact measures, and climate measures. The control strategies applicable to the Project are the Transportation and Mobile Source Control Measures.

*Transportation and Mobile Source Control Measures.* The BAAQMD identifies transportation and mobile source control measures as part of the Clean Air Plan to reduce ozone precursor emissions from stationary, area, mobile, and transportation sources. The transportation control measures are applicable

to the Project and are designed to reduce emissions from motor vehicles by reducing vehicle trips and vehicle miles traveled (VMT) in addition to vehicle idling and traffic congestion. The Project is a pedestrian and bicycle improvement project that would add bicycle lanes, a sidewalk, and streetscape enhancements. The Project will not add lanes that would increase the capacity of the roadway for motorized vehicles and therefore will not result in a long-term increase in emissions. The creation of a pedestrian path and striped Class II bicycle lanes would promote the BAAQMD initiatives to increase the use of alternative means of transportation and support reduction of vehicle trips and vehicle miles traveled. Therefore, the Project will not conflict with the identified transportation and mobile source control measures of the Clean Air Plan.

The plan includes incentives for construction equipment upgrades and other strategies to reduce emissions of construction vehicles on a plan level. On the Project level, Project specifications require compliance with emissions reduction regulations being mandated by the California Air Resources Board.

**Clean Air Plan Implementation.** As discussed above, implementation of the Project will not disrupt or hinder implementation of applicable measures outlined in the Clean Air Plan, including stationary sources measures, mobile source measures, transportation control measures, land use and local impact measures, and climate measures. Therefore, the Project will not hinder or disrupt implementation of any control measures from the Clean Air Plan.

The Project will not conflict with or obstruct implementation of any control measures from the Clean Air Plan. This impact is **less than significant**.

- 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

The Bay Area is under nonattainment status for State 1-hour and 8-hour ozone standards (BAAQMD 2018). In addition, the Bay Area was designated as a nonattainment area for the federal 8-hour ozone standard. The Bay Area is also considered a nonattainment area for PM<sub>2.5</sub> at the state level and an attainment area at the federal level.

The BAAQMD periodically prepares and updates plans to establish rules and regulations for various emissions sources. The purpose of Appendix D of BAAQMD's May 2017 CEQA Air Quality Guidelines is to offer procedures to evaluate potential air quality impacts (BAAQMD 2017). The significance criteria from the guidelines were applied to evaluate construction-related impacts associated with the Project.

The Project is limited to street improvements and will not result in long-term operational impacts. However, during construction, short-term degradation of air quality may occur due to the release of particulate emissions generated by construction equipment. In addition to dust-related PM<sub>10</sub> emissions, construction equipment powered by gasoline and diesel engines would generate CO, SO<sub>2</sub>, NO<sub>x</sub>, VOCs and some soot particulate (PM<sub>2.5</sub> and PM<sub>10</sub>) in exhaust emissions. A portion of the Project may include utility relocation, grading and excavation, saw cutting, and striping.

The California Air Resources Board (CARB) Emissions Estimator Model (CalEEMod), Version 2016.3.2 (CAPCOA, 2016) was used to quantify construction-related and operational pollutant

emissions, and results were compared with BAAQMD 2017 thresholds of significance. Construction is expected to begin May 2021 and occur over approximately 90 days. A summary of average daily constructions emissions is shown in Table 1. All construction-related emissions would be below the BAAQMD significance thresholds and therefore its air quality impacts may be considered less than significant.

**Table 1: Summary of Average Daily Construction Emissions**

	<b>Emissions (lb/day)</b>			
	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub> (Exhaust)</b>	<b>PM<sub>2.5</sub> (Exhaust)</b>
Average Daily Project Construction Emissions	4.5	1.2	1.2	0.8
BAAQMD Threshold of Significance	54	54	82	54
Exceeds Threshold of Significance?	No	No	No	No
Notes: lb/day = pounds/day; NO <sub>x</sub> = oxides of nitrogen; PM <sub>2.5</sub> = fine particulate matter with an aerodynamic resistance diameter of 2.5 micrometers or less; PM <sub>10</sub> = respirable particulate matter with an aerodynamic resistance diameter of 10 micrometers or less; ROG = reactive organic gases				

Although the Project does not exceed the thresholds of significance, the BAAQMD has established Basic Construction Mitigation Measures for reducing fugitive dust emissions (PM<sub>10</sub>) that are recommended for all projects. Implementation of these measures will further reduce fugitive dust emissions from construction activities.

Consistent with the Measures suggested by the BAAQMD, the Project Contractor shall comply with the following Best Management Practices:

- 1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 3) All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- 4) All vehicle speeds on unpaved roads shall be limited to 15 mph.
- 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- 8) A publicly visible sign shall be posted with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practical but not more than 48 hours after the complaint is received. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.

CEQA defines a cumulative impact as two or more individual effects, which when considered together, are considerable or which compound or increase other environmental impacts. According to the BAAQMD, air pollution is largely a cumulative impact and no single project is sufficient in size itself to result in nonattainment of ambient air quality standards. In developing the thresholds of significance for air pollutants used in the analysis above, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The BAAQMD CEQA Air Quality Guidelines (2017) indicate that if a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. Therefore, if a project's daily average or annual emissions of operational-related criteria air pollutants exceed any applicable threshold established by the BAAQMD, the proposed Project will result in a cumulatively significant impact. As stated previously the Project will not result in operational impacts. Further, the Project will likely reduce operational emissions with new bicycle lanes. As such, the Project will not exceed established thresholds for regional emissions or make a cumulatively considerable contribution to regional air quality impacts. Therefore, Project impacts will be **less than significant**.

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

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers, and other high-risk receptors. Individuals particularly vulnerable to diesel particulate matter (DPM) are children, with lung tissue that is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to DPM. The closest sensitive receptors in the Project vicinity are residences, including a senior living center, and three religious centers located adjacent to the Fred Jackson Way. Additionally, Verde Elementary School is within a quarter mile of the Project Site. There will be no operational impacts resulting from the Project. However, sensitive receptors could be temporarily exposed to diesel engine exhaust during the construction period due to the operation of construction equipment.

Health risks from toxic air contaminants (TACs) such as construction diesel emissions are a function of both concentration and duration of exposure. Construction diesel emissions are temporary, affecting an area for a period of days or perhaps weeks throughout the construction period. Additionally, construction-related sources are mobile and transient in nature and the emissions occur with the Project Site with concentration dispersing rapidly with distance.

The BAAQMD CEQA significance threshold for potential effects of DPM applies to the hypothetical exposure of a person continuously for 70 years. The duration of the construction period is expected to be a total of three months, which is relatively short when compared to the 70-year risk exposure period. Additionally, the Project emission concentrations at any one receptor location would have a much shorter duration. Due to the short duration of the construction period and the dispersion of Project construction emissions, health risk impacts associated with Project construction would be less than significant. Additionally, with implementation of Best Management Practices (see Section III.b), which are consistent with BAAQMD guidelines, health risks from construction emissions of DPM would be further reduced. Therefore, Project impacts will be **less than significant**.

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

The operational aspects of the Project will not generate any objectionable odors. Construction equipment exhaust and asphalt paving operations may create objectionable odors in the vicinity of

homes. However, these will be limited and temporary in nature and further reduced with implementation of the Best Management Practices described in Section III.b. Therefore, Project will be **less than significant**.

**IV. BIOLOGICAL RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as 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"/>

- 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 Wildlife or U.S. Fish and Wildlife Service?*

The Project Site is 1.5 miles east of San Pablo Bay, which provides habitat for special status species. Wildcat Creek bisects the Project Site flowing underneath the bridge on Fred Jackson Way and San Pablo Creek is approximately 0.5 miles north of the Project Site; the creeks are parallel and flow east into San Pablo Bay. There are no known wetlands within or adjacent to the Project Site;

however, according to the United States Fish and Wildlife Service's National Wetlands Inventory Mapper (USFWS 2019) there is freshwater forested/shrub wetland and freshwater pond habitat that surrounds Wildcat Creek approximately 1,500 feet upstream from the bridge. There is estuarine and marine wetland approximately 800 feet north of the Project that surrounds San Pablo Creek west of Fred Jackson Way. These habitats do not fall within the Project footprint and will not be affected.

According to the California Natural Diversity Database Version November 2018 (CDFW 2018), there are ten special-status wildlife species that have been reported within one-mile of the Project Site, including: five occurrences of San Pablo vole (*Microtus californicus sanpabloensis*), two occurrences of salt-marsh harvest mouse (*Reithrodontomys raviventris*), one occurrence of salt-marsh wandering shrew (*Sorex vagrans halicoetes*), two occurrences of Ridgway's rail (*Rallus obsoletus obsoletus*), three occurrences of California black rail (*Laterallus jamaicensis coturniculus*), three occurrences of San Pablo song sparrow (*Melospiza melodia sanpabloensis*), one occurrence of northern harrier, one occurrence of white-tailed kite, one occurrence of short-eared owl (*Elanus leaucurus*), and one occurrence of longfin smelt (*Spirinchus thaleichthys*). There are no recordings within 0.25 miles of the Project Site. There was one occurrence of a special-status plant within one-mile of the Project Site, the long-styled sand-spurrey (*Spergularia macrotheca* var. *longistyla*). The United States Fish and Wildlife Services (USFWS) Official Species List generated for the Project area contains no critical habitats under USFWS jurisdiction (USFWS 2018).

The land cover types surrounding the Project Site are predominately developed and ruderal, as described by biologists in an aquatic resources delineation study (Area West Environmental, 2018). The southern half of the Project Site is in a dense residential area that is almost entirely paved. Construction activities in this area will take place on these paved surfaces – within the existing roadway, sidewalks, and residential driveways. There is low potential for special-status species to be affected by construction activities in this area, and vegetation is sparse within the developed habitat. Wildcat Creek intersects the Project Site north of the residential neighborhood, and there is riparian vegetation community is associated with Wildcat Creek upstream and downstream of the Project Site however work is limited to the bridge deck and will not directly affect these habitats.

North of Wildcat Creek, much of the area directly alongside the road is ruderal habitat consisting of bare ground or weedy annual grasses and forbs. The adjacent parcels, including North Richmond Ball Park, are generally non-native annual grassland habitat which mostly lack trees, shrubs, or vines. If woody vegetation is present, it usually has an aerial canopy cover of less than 15 percent. Between Pittsburg Avenue to Brookside Drive, there are roadside ditches on either side of Fred Jackson Way. Bramble habitat generally occurs on the edges of the roadside ditches in the study area, and supports a dominance woody vines and shrubs, such as non-native Himalayan blackberry (*Rubus armeniacus*).

Although habitat for special status species occurs in the vicinity of the Project, the potential for impacts to special status species resulting from Project implementation is low because of the urban built-up nature and lack of habitat in and immediately adjacent to the Project Site. Adjacent parcels do not have habitat for special status species except for the potential for nesting birds in non-native grasslands, trees, and shrubs. Grubbing (including tree removal) or ground disturbance that occurs

during the breeding season (generally February through August) could result in take of migratory birds and/or raptors. Noise and disturbance associated with construction activities that occurs during the breeding season could disturb nesting raptors if an active nest is located near these activities. Any disturbance that causes migratory bird or raptor nest abandonment and/or loss of eggs or developing young at active nests located at or near the Project Site would violate California Fish and Game Code (CFGF). However, implementation of Mitigation Measures BIO-1a and BIO-1b will avoid impacts to migratory birds and raptors.

**IMPACT BIO-1:**

The Project could impact nesting birds and raptors that are protected under CFGF.

**MITIGATION MEASURE BIO-1a:**

Before any Project work occurs, including equipment staging, all construction personnel will participate in an environmental awareness training given by a qualified biologist regarding special-status species and sensitive habitats present in the Biological Study Area (BSA). As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (e.g. Wildcat Creek or nesting birds) to be avoided during Project construction. If new construction personnel are added to the Project, they must receive the mandatory training before starting work. New construction personnel will receive the training from a qualified biologist or from staff deemed adequate to give the training by the qualified biologist.

**MITIGATION MEASURE BIO-1b:**

The following will be completed to avoid potential impacts to nesting birds:

- 1) If construction (including utility pole relocation, equipment staging, and vegetation removal) will occur during the breeding season for migratory birds and raptors (generally February through August), a qualified biologist will conduct pre-construction nesting bird and raptor surveys prior to construction activities.
- 2) The surveys will be conducted no more than 14 days before the initiation of construction activities in the Project area.
- 3) If an active bird or raptor nest is identified within the Project Site, the nest will either be monitored by a qualified biologist during construction activities to determine if construction is causing disturbance that could result in nest failure, or a no-disturbance buffer will be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers will be determined by the biologist and will depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers (generally 50 feet for passerine, 500 feet for raptors). If deemed necessary by the qualified biologist consultation with CDFW will be conducted. If no active nests are found during the preconstruction surveys, then no additional mitigation is required.

Construction activities on the bridge will be limited to road-surface work and there will be no in-creek work or discharge into Wildcat Creek. As with most construction activities, there is potential for construction materials such as silt due to disturbance of soils or accidental spill of hazardous materials such as a hazardous materials spill or equipment leak to enter storm drains.

Implementation of Mitigation Measures BIO-2a through BIO-2c will limit the risk of indirect impacts to habitats.

**IMPACT BIO-2:**

The Project could cause erosion or accidental spills that impact special status species or habitats associated with Wildcat Creek or San Pablo Creek through storm drain discharge.

**MITIGATION MEASURE BIO-2a:**

All temporarily disturbed areas will be returned to pre-Project conditions upon completion of Project construction. These areas will be properly protected from washout and erosion using appropriate erosion control devices.

**MITIGATION MEASURE BIO-2b:**

The following Best Management Practices will be implemented during construction to protect water quality within the watershed:

- 1) Final construction plans will depict the designated construction footprint as well as areas to be avoided.
- 2) Before October 15 and/or immediately after construction is complete, stabilize exposed surfaces.
- 3) Temporarily affected areas will be restored to pre-Project conditions.
- 4) All exposed soils will be stabilized and will be seeded with a native seed mix to reduce the effects of erosion.
- 5) Staging areas will be contained within silt fencing or lined and bermed areas such that no leaks, runoff, or construction liquids could enter any drainage facilities.
- 6) No refueling, storage, servicing, or maintenance of equipment will take place within 50 feet of Wildcat Creek, its tributaries, or other adjacent wetland features.
- 7) All machinery used during construction of the Project will be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water.
- 8) Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) will be cleaned up in accordance with applicable local, state, and/or federal regulations.

**MITIGATION MEASURE BIO-2c:**

The County will comply with the National Pollution Discharge Elimination System (NPDES) requirements associated with construction activity as required under Section 402 of the Clean Water Act. As part of this requirement, the County will require the Contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). If the Project qualifies for an erosivity waiver, a Water Pollution Control Program (WPCP) will be prepared.

In either case, the document will include erosion control measures and construction-waste containment measures to ensure that waters of the U.S. and State are protected during and after Project construction. The SWPPP or WPCP will include measure to minimize offsite stormwater runoff. Components of the SWPP or WPCP will include but not be limited to:

- 1) A comprehensive erosion and sediment control plan, depicting areas to remain undisturbed, and providing specifications for revegetation of disturbed areas.
- 2) A list of potential pollutants from building materials, chemicals, and maintenance practices used during construction, and the specific control measures to be implemented to minimize release and transport of these constituents in runoff.
- 3) Specifications and designs for the appropriate BMPs for controlling drainage and treating runoff in the construction phase.
- 4) A program for monitoring all control measures that includes schedules for inspection and maintenance, and identifies the party responsible for monitoring.
- 5) A site map that locates all water quality control measures and restricted areas to be left undisturbed.

Further, Mitigation Measure BIO-3 will reduce potential impacts to all special status species and their habitat.

**MITIGATION MEASURE BIO-3:**

To prevent the accidental introduction of new invasive species into the Project Site during construction, the County will require that the Project Contractor implement the following control measures:

- 1) Only certified noxious weed-free erosion control materials will be used. All straw and seed material will be certified as weed-free prior to being used at the Project Site.
- 2) Contractor will wash all construction equipment prior to bringing it onto the job site. Inspection will ensure that equipment arrives on site free of mud and seed-bearing material.
- 3) Any reseeding of disturbed soil areas and newly constructed slopes will use an appropriate native seed mix as specified in the plans and specifications.

The Project is not anticipated to substantially impact any special-status species with implementation of the Mitigation Measures described above. Therefore, Project impacts will **be less than significant with mitigation incorporated.**

- 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 Wildlife or U.S. Fish and Wildlife Service?*

As described in Section IV.a, there is riparian vegetation community associated with Wildcat Creek, which bisects the Project Site under the bridge on Fred Jackson Way, however, construction work on the bridge will be confined to the road-surface, and there will be no in-creek work. The potential harm to fishes and sensitive natural community from accidental release of erosion or hazardous materials will be avoided with implementation of Mitigation Measures BIO-1a and b, BIO-2a through 2c, and BIO-3.

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

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

An aquatic resources delineation study was conducted by Area West Environmental, Inc. on September 12, 2018. A conservative maximum area of effect identified as the Area of Potential Impact was used to analyze potential impacts over 6.80 acres. Earthen ditches in the northern section of the Project Site did not exhibit wetland characteristics. A total of 0.016 acres of Wildcat Creek was identified as an aquatic resource, defined as other waters of the U.S. The portion of Wildcat Creek was completely devoid of vegetation, so did not meet the U.S. Army Corp of Engineers definition of wetlands. Further, there will be no impact to Wildcat Creek as work will only take place on the bridge surface. Therefore, Project impacts will be **less than significant**.

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

All work will be conducted on the existing roadway or adjacent to the existing roadway in an urban area. Although Wildcat Creek bisects the Project Site, no work will be conducted in the creek. No new impediments to wildlife movement are proposed and no native wildlife nursery sites occur in the Project Site. Although it is anticipated that trees will be removed, this will not substantially change the existing conditions. Therefore, Project impacts will be **less than significant**.

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

The Project will not conflict with any local policies or ordinances protecting biological resources. Minor tree removal may be necessary; however, the removal would not conflict with the local tree ordinance. Therefore, the Project will have **no impact**.

- 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?*

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

**V. CULTURAL RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<hr/> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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

CEQA requires lead agencies to determine if a project will have an adverse impact on a significant cultural resource (which includes historical, archaeological, and tribal cultural resources) (Public Resources Code Sections 21084, 21084.1, 21083.2). The agency must first determine if a resource is historically significant, and then determine if the project would cause a "substantial adverse change" in its significance (Public Resource Code 21068, CEQA Guidelines 15382). According to CEQA Guidelines, a resource is considered historically significant if it 1) is listed in or has been determined eligible for listing in the California Register of Historical Resources (CRHR); 2) is included in a local register of historical resources, as defined in Public Resources Code 5020.1(k); 3) has been identified as significant in an historical resources survey, as defined in Public Resources Code 5024.1(g); or 4) is determined to be historically significant by the CEQA lead agency [CCR Title 14, Section 15064.5(a)].

The following CRHR eligibility criteria need to be considered when making a significance determination:

1. Associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

To be considered a historical resource for the purpose of CEQA, the resource must also have integrity, which is the authenticity of a resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance.

However, because a resource does not appear in the CRHR does not mean that it is not a historical resource. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript that is historically or archaeologically significant (PRC Section 5020.1).

California Public Resources Code Section 21083.2 also addresses the identification and protection of unique archaeological resources. A “unique archaeological resource” is an archaeological artifact, object, or site for which there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality, such as being the oldest of its type or the best available example of its type.
3. Is associated with a scientifically recognized important prehistoric or historic person or event.

In most situations, resources that meet the definition of a unique archaeological resource also meet the definition of historical resource. As a result, it is current professional practice to evaluate cultural resources for significance based on their eligibility for listing in the CRHR.

Adverse change is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project: demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register, Local Register, or as determined by a lead agency for purposes of CEQA (CEQA Guidelines 15064.5(b)(1-2)(A-C).

#### *Cultural and Historic Resources Studies*

To determine if the Project Site contains potential significant historic or cultural resources and to evaluate the Project’s potential to impact those resources, qualified cultural resource specialists from AECOM prepared an Archaeological Survey Report (ASR) (AECOM 2019). The report included a records search, literature review, Native American consultation, and a field survey to identify potential cultural and historic resources within a 0.5 mile radius of the Area of Potential Effect (APE) (AECOM 2019). In addition, sub-surface testing was conducted to better understand potential to affect archeological resources beneath the surface.

The APE encompasses all areas that have potential to be directly (archaeology) and indirectly (architectural history) affected by the Project. The vertical APE represents the maximum subsurface vertical extent of Project-related activities. Although this depth varies throughout the Project Site depending on Project activities, the maximum vertical impact is nine feet below ground surface (bgs) to account for potential drainage modifications. Most impacts, including sidewalk widening, curb ramps, and pedestrian path construction extend two feet bgs, while potential utility pole relocation could extend up to 8 feet bgs and green infrastructure features at bulb-outs and installation of street trees could extend up to 5 feet bgs.

The records search was conducted on August 31, 2018 and included review at the Northwest Information Center (NWIC) of the California Historical Resource Information System (CHRIS) located at Sonoma State University, Rohnert Park.

Native American consultation was conducted in accordance with Section 106 of the National Historic Preservation Act of 1966, which requires federal agencies to consider the effects of their undertakings on historic properties. Section XVIII discusses Tribal Cultural Resources under Assembly Bill 52. AECOM contacted the Native American Heritage Commission (NAHC) on August 30, 2018 for a Sacred Lands File search to determine if any recorded Native American sites occur within the Project Site. The NAHC replied, via an email dated September 11, 2018, that a search of the file was completed and was negative for cultural resources. The NAHC provided a list of Native American tribal representatives and organizations that may have knowledge of unrecorded sites within the vicinity of the Project. AECOM sent emails dated October 10, 2018 to the Native American contacts on the list requesting any information or concerns they may have regarding the APE. Native American consultation will be continued throughout implementation of the Project. Responses to date are summarized below.

- One Native American representative responded via email on November 5, 2018 and requested to be updated as the Project moves forward,
- One Native American representative related experience with other resources in the area and requested that any crews working on the Project be given sensitivity training, and also requested copies of the ASR and testing plan,
- One Native American representative requested that a Native American monitor and an archaeological monitor be present during all earth-moving activities and requested copies of the ASR and testing plan,
- and one Native American representative requested copies of the ASR and testing plan, and said that they would follow up with the County.

All Native Americans mentioned above were contacted regarding plans for sub-surface testing.

#### *Discussion*

The records search identified one prehistoric archeological site that qualifies as a historical resource within the APE. The site is eligible for listing in the NRHP and the CRHR and contributes to a larger resource that has been determined eligible for listing in the NRHP. Other sites were identified in the general area that are outside the APE and would not be affected. Subsurface testing was conducted in and around the site between February 28, 2019 and March 1, 2019 to determine how deeply it is buried and to evaluate the potential for the Project to impact it. A series of continuous subsurface soil cores were extracted to sufficient depths to determine if Project excavation would impact archeological resources. The testing indicates that Project excavations will not impact archeological resources. One continuous core was extracted away from the archaeological site at Fred Jackson Way and Da Villa Road, where drainage modifications are proposed. No cultural resources or culturally sensitive soils were identified in the core. No historic-era archaeological sites were identified and there are no built-environment structures within the Project Site.

#### **IMPACT CUL-1:**

An historical resource that is eligible for the NRHP and CRHR could unintentionally be disturbed by ground disturbing activities.

**MITIGATION MEASURE CUL-1a:**

An Environmentally Sensitive Area (ESA) Action Plan for the archaeological site will be prepared and implemented prior to construction. It will describe the actions to be taken to protect the archaeological site, which consist of establishing an ESA around the known horizontal and vertical archaeological site boundary. The ESA will be delineated on all Project plans and a portion of the horizontal ESA will be physically delineated with orange safety fencing. No Project-related activities (e.g., excavation, trenching, staging, equipment parking) shall take place below the vertical ESA limit or within the portion of the ESA that is within the orange safety fencing. A County-approved, professionally qualified archaeologist will be onsite to delineate the vertical ESA and to periodically monitor the protective measures.

**MITIGATION MEASURE CUL-1b:**

An archaeological monitoring plan will be prepared prior to any ground disturbance. The plan will outline the procedures for discoveries within the boundaries of the archaeological site during construction; the chain of command and responsible parties; and special procedures should human remains be encountered. Procedures for discovery will include:

- 1) If cultural materials are discovered during construction, all earth moving activities within and around the immediate discovery area will be diverted until the Resident Engineer or their designated representative contacts an archaeologist who meets the Secretary of the Interior's Standards for Archaeology to assess the nature and significance of the find.
- 2) If cultural materials are found to be significant, a Data Recovery Plan will be developed. The plan will include, but is not limited to, a description of the site, a discussion of the site's significance, applicable research issues, and the procedures for excavation, cataloging, and analyzing the site.

**MITIGATION MEASURE CUL-1c:**

Archaeological monitoring by a qualified archaeologist and a Native American monitor, recognized by the NAHC as an Ohlone descendant, will be conducted during all ground disturbing activities within the boundaries of the archaeological site. A daily archaeological monitoring log will be completed by the archaeological monitor and submitted weekly to the Contra Costa County Public Works for review.

**IMPACT CUL-2**

Due to the high archaeological sensitivity at the Project Site, portions of the Project could impact previously unidentified historical resources during ground disturbing activities.

**MITIGATION MEASURE CUL-2a:**

The following Best Management Practices will be implemented during Project construction to protect unanticipated historic or pre-historic, archaeological, resources.

- 1) Contractor will be notified of the possibility of encountering historic or pre-historic, archaeological materials during ground-disturbing activities and will be educated on the types of historic and pre-historic Native American period archaeological materials that may be encountered.
- 2) If an inadvertent discovery is made, the Contractor will cease all ground-disturbing activities in the area of discovery.
- 3) The Contractor will immediately notify the County Public Works Department Resident Engineer who will then request a qualified archaeologist to evaluate the finding(s).

- 4) If the finding(s) is determined to be potentially significant, the archaeologist in consultation with the appropriate Native American tribal representative or historical society will develop a research design and treatment plan outlining management of the resource, analysis, and reporting of the find.

**MITIGATION MEASURE CUL-2b:**

An archaeological monitoring plan will be prepared prior to any ground disturbance. The plan will outline the procedures for discoveries during construction that are made outside the boundaries of the known archaeological site; the chain of command and responsible parties; and special procedures should human remains be encountered. The monitoring plan may be combined with the plan described above in CUL-1b.

**MITIGATION MEASURE CUL-2c:**

Archaeological monitoring by a qualified archaeologist will be conducted during all ground disturbing activities that yield visible spoils occurring below 3 feet bgs. If sediments below 3 feet are found to be previously disturbed archaeological monitoring will cease in that particular location. A daily archaeological monitoring log will be completed by the monitor and submitted weekly to the County of Contra Costa for review.

With implementation of Mitigation Measures CUL-1a, CUL-1b, CUL-1c, CUL-2a, CUL-2b, and CUL-2c Project impacts on historical resources would **be less than significant with mitigation incorporated.**

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

Given the results of the record searches described above in V (a), the APE is considered highly sensitive for buried archaeology. There has been extensive previous disturbance of the Project Site, particularly in the southern segment of the Project where the Project footprint is entirely paved and numerous utilities are below ground. The potential for subsurface resources, however, cannot be completely ruled out because of the high archaeological sensitivity of the subsurface soils and surrounding area.

The deepest Project impacts would be for drainage modifications and utility pole relocation; they would be a maximum of 9 feet and 8 feet bgs, while potential Green Infrastructure facilities and street trees would be a maximum of 5 feet bgs. Despite the investigations previously described, Project construction may unearth unanticipated historical or pre-historic archaeological resources; however with implementation of Mitigation Measures CUL-1a, CUL-1b, CUL-1c, CUL-2a, CUL-2b, and CUL-2c Project impacts on archaeological resources would **be less than significant with mitigation incorporated.**

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

No formal cemeteries are present within or adjacent to the Project Site. As part of the cultural review conducted for the Project, the NAHC was contacted to determine if there are any recorded Native American burial grounds and/or sacred land sites in the Project vicinity. The NAHC reported that no recorded sites occur in the Project APE. In accordance with California Health and Safety Code (Section 7050.5), if human remains are uncovered during ground disturbances, Project contract specifications stipulate that the Contractor stop work in the area and immediately notify the CCCPWD Resident Engineer. CCCPWD will immediately notify the County Coroner and a qualified archaeologist. The

County Coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of discovery. If the County Coroner believes, or has reason to believe, that the human remains are those of a Native American, the County Coroner is required to contact the NAHC within 24 hours of making that determination. The archaeologist and NAHC designated Most Likely Descendent will determine the ultimate treatment and disposition of the remains.

**IMPACT CUL-3:**

The Project could impact previously undiscovered human remains.

**MITIGATION MEASURE CUL-3:**

If human remains are encountered, work within 25 feet of the discovery shall be redirected and the Contra Costa County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to Contra Costa County and the Northwest Information Center.

In addition, Mitigation Measures CUL-1a, CUL-1b, CUL-1c, CUL-2a, CUL-2b, and CUL-2c, will be followed in the event subsurface resources are discovered during Project construction. As such, Project impacts on archaeological resources would be **less than significant with mitigation incorporated**.

**VI. ENERGY**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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?*

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway and will not require energy use once constructed. Construction will be conducted using typical construction equipment and will occur over a short period of time (90 days). Project plans and specifications will require construction equipment to meet current energy standards. Therefore, Project impacts will be **less than significant**.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway and will not require energy use once constructed. Therefore, Project impacts will be **less than significant**.

**VII. GEOLOGY AND SOILS**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a) *Would the project 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? Refer to Division of Mines and Geology Special Publication 42?*  

The Project Site is not within an Alquist-Priolo Fault Zone and no known faults cross the Project Site (SCDC 2017). The Project does not include elements that would increase risk to people or structures, as it is limited to street improvements. Therefore, the Project will have **no impact**.
  - ii. *Strong seismic ground shaking?*  

Contra Costa County is located within a region of high seismicity. Faults occur in the area that could potentially cause seismic ground shaking. The duration and intensity of shaking will depend upon both the magnitude of the earthquake, distance from the epicenter, and ground conditions. The

Project design and construction will take the existing seismic conditions into account and the Project will be designed in accordance with local design practice. Further, because the Project is limited to minor street improvements, the risk of loss of and the risk of injury or death resulting from implementation of the Project is unlikely. Therefore, Project impacts will be **less than significant**.

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

According to Figure 10-5 of the General Plan, the general Project area has potential for liquefaction. The Project design and construction will take existing soil conditions into account and the Project will be designed in accordance with local design practice. Further, because the Project is limited to minor street improvements, the risk of loss of and the risk of injury or death resulting from implementation of the Project is unlikely. Therefore, Project impacts will be **less than significant**.

*iv. Landslides?*

According to Figure 10-6 of the General Plan, the Project Site is not located within a potential landslide area. Therefore, Project impacts will have **no impact**.

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

The Project will not result in substantial soil erosion or the loss of topsoil because minor grading and excavation associated with the road improvements will result in a negligible change in topography. Construction of the Project will temporarily increase the exposure of soils to wind erosion from grading and excavation activities. However, standard erosion control measures will be implemented. Therefore, Project impacts will be **less than significant**.

*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?*

According to Figure 10-5 of the General Plan, the Project Site has generally high liquefaction potential (Contra Costa County 2005d). The Project design and construction will take the existing soil conditions into consideration and the Project will be designed in accordance with local design practice. Moreover, the Project is limited to street improvements on an existing road, which will not create substantial risk to life or property from unstable soils. Therefore, Project impacts will 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?*

The Project Site is located on clay type soils, which tend to be expansive soils. The Project will be engineered according to standard industry practice, which includes design considerations for soil type. Moreover, the Project is limited to street improvements on an existing road, which will not create substantial risk to life or property from expansive soils. Therefore, Project impacts will be **less than significant**.

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

Septic tanks and alternative wastewater disposal systems are not part of the Project. Therefore, the Project will have **no impact**.

*f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

A Cultural Resources Assessment was prepared for the Project by AECOM (AECOM 2019). AECOM conducted a records search within 0.5 miles around the Project Site. The records search included review at the Northwest Information Center (NWIC) of the California Historical Resource Information System (CHRIS) located in Rohnert Park, California. Records search results and the field survey found no evidence of unique paleontological resources (i.e., fossil remains) or geologic features within the APE. While no paleontological resources were identified, there is the potential for encountering unrecorded paleontological resources during Project construction. However, Project contract specifications would stipulate that construction shall stop in the area if such potential resources are discovered. In addition, Mitigation Measure CUL-1 will be followed in the event subsurface resources are discovered during Project construction. Therefore, Project impacts on paleontological resources would be **less than significant with mitigation incorporated.**

**VIII. GREENHOUSE GAS EMISSIONS**

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

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

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the Project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Furthermore, CH<sub>4</sub> is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The operational aspect of the Project will not result in an increase of GHG emissions; however, construction activities will generate GHG through vehicle exhaust. The BAAQMD does not have an adopted Threshold of Significance for construction related GHG emissions but states that lead agencies should quantify and disclose GHG emissions that would occur during construction, and make a determination on the significance of these construction-generated impacts. Using the Emissions Estimator Model (CalEEMod), it is estimated that the Project will generate approximately 39.11 metric tons of CO<sub>2</sub>e during construction of the Project. The Project’s emissions will be short term and the Project will implement standard best management practices (BMPs) stated in Section III.b. include measures to reduce emissions from construction vehicles such as minimizing idling times and requiring properly maintained and tuned equipment which will further reduce GHG emissions. Therefore, Project impacts will be **less than significant**.

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

Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, recognized that California is a source of substantial amounts of GHG emissions which poses a serious threat to the economic well-being, public health, natural resources, and the environment of California (OPR 2008). This bill directed the California Air Resources Board (CARB) to develop discrete early actions to reduce GHGs to reach the GHG reduction goals by 2020.

In December 2008, CARB adopted its Climate Change Scoping Plan, which contains the main strategies California will implement to achieve reduction of approximately 21.7 percent from the State’s projected

2020 CO<sub>2</sub>e emission level under a business-as-usual scenario (CARB 2008). In May 2014, CARB adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching AB 32 goals, evaluate the progress that has been made between 2000 and 2012, and report the trends in GHG emissions from various emission sectors (e.g., transportation, building energy, agriculture) (CARB 2014). In November 2017, CARB adopted the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update), which lays out the framework for achieving the 2030 reductions as established in more recent legislation (CARB 2017). The 2017 Scoping Plan Update identifies the GHG reductions needed by each emissions sector to achieve a statewide emissions level that is 40 percent below 1990 levels before 2030.

The Project would not conflict with GHG reduction goals set forth in Assembly Bill 32, including the Recommended Actions identified by the 2017 CARB Climate Change Scoping Plan.

The Contra Costa Climate Action Plan (CAP) was adopted in In December 2015. The CAP identifies how the County will achieve the AB 32 GHG emissions reduction target of 15 percent below baseline levels by the year 2020. Most of the measures identified in the Climate Action Plan consist of programs and incentives to be implemented by the County and are not applicable to the Project (CCCD CD 2015).

Based on Section III b., the Project will not generate emissions that would exceed the project-level significance criteria established by the BAAQMD and, therefore, the Project will not conflict with plans adopted for the purpose of reducing GHG emissions. Therefore, Project impacts will be **less than significant**.

**IX. HAZARDS AND HAZARDOUS MATERIALS**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wild land fires.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

During construction, construction vehicles will travel to and from the Project Site. Examples of construction vehicles include diesel-powered trucks, backhoes, graders, dump trucks, excavators, water trucks, compactors, skid steers, pick-up trucks, pavers, and hoppers. This equipment may require the use of fuels and other common liquids that have hazardous properties (e.g., fuels, oils, fluids that are flammable) but they would be handled in small quantities that would not create a substantial hazard for construction workers and/or the public. Compliance with federal, State, and local hazardous materials regulations would minimize the risk to the public presented by these potential hazards during construction of the Project. Completion of the street improvements would not involve routine transport, use, or disposal of hazardous materials or involve potential releases of hazardous materials into the environment.

Therefore, construction and operation of the Project will result in less-than-significant impacts associated with hazardous materials. Therefore, this impact 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 release of hazardous materials into the environment?*

The Project does not propose land uses that are associated with hazardous substances therefore long-term operational impacts will not occur. However, during construction there is potential for accidental release of hazardous substances through disturbance of potentially contaminated soils or accidental spills.

A Phase I Environmental Site Assessment was conducted for the Project area (WRECO 2019). According to the report some adjacent and nearby parcels have potential for hazardous materials based on past land use. As part of the Phase I Environmental Site Assessment, a database search of the Regional Water Quality Control Board's GeoTracker and the Department of Toxic Substance Control's (DTSC) EnviroStor was conducted on September 18, 2018 and revealed sites adjacent to the Project Site or in the general Project area with potential to cause soil contamination on the Project Site through migration of hazardous substances (SWRCB 2018, DTSC 2018). Soils in the Project Site could be contaminated with: pesticides, herbicides, and metals from historic agricultural land use; petroleum by-products from historic underground storage tanks; and commercial and industrial byproducts from existing and historic industry in the Project area. Soils adjacent to the roadway could be contaminated with aerially deposited lead (ADL) from historic use of leaded gasoline and lead may be present in roadway striping. In addition, there is potential for shallow groundwater to be contaminated by petroleum hydrocarbons and industrial pollutants from historic activities.

Sites within the Project Site with potential to cause soil contamination include the following: One closed DTSC site within the Project Site—the Richmond Rad Bea Anx—is a closed military evaluation site located North of the intersection of Fred Jackson Way and Grove Avenue (USACE 2011). The Department of Defense used the site as a homing beacon from 1951 – 1962, and during the 1970s excavated the site to create a retention pond for agricultural chemicals. No obvious or direct evidence of contamination was observed during the DTSC site reconnaissance survey in 2009. No further action was needed as of February 12, 2013. Therefore, this hazardous site is not expected to impact the Project Site.

Sites nearby the Project Site with potential to cause soil contamination include two sites within one-quarter mile of the Project. The first is a closed cleanup site (2206 Central Street) that was used as a nursery for organic and non-organic plants, and various pesticides and herbicides were used for approximately 40 years. Phase I and Phase II studies were conducted at the site in 2015 and 2016, respectively, and included removal of soils containing arsenic. No further action was needed as of November 8, 2016. While the site is relatively close to the Project Site (1,000 feet west), the site is down gradient and downstream of the Project Site relative to surface topography and groundwater flow, limiting the potential impact to soil or groundwater at the Project Site from hazardous material releases. Therefore, this hazardous site is not expected to impact the Project Site.

The second is the Bruzone Property site, a closed Leaking Underground Storage Tank (LUST) site. While the Bruzone Property is relatively close to the Project Site (1,000 feet northwest) the site is down gradient and downstream of the Project Site relative to surface topography and groundwater flow,

limiting the potential impact to soil or groundwater at the Project Site from hazardous material releases. Therefore, this hazardous site is not expected to impact the Project Site.

Sites nearby the Project Site with potential to cause groundwater contamination include four sites within a quarter mile of the Project. The Liberty Fleet Care, Inc. site (180 Brookside Drive) had an industrial NPDES discharge from 2012 – 2015 directly to a roadside ditch that is 224 feet northwest of Project Site. The other three sites all had historic diesel fuel underground storage tanks (UST). The Ninomiya Nursery Co. site (506 Brookside Drive) is 720 ft. upstream to the east of the Project Site, and records show that a former 2,000-gallon UST containing unleaded fuel was used and stored properly at the time. The Fuji Nursery Inc. site (541 Da Villa Road) is 0.2 miles upstream to the east of the Project Site, and USTs were used for storing diesel and fuel products. The Sugihara Nursery site (550 Brookside Drive) is 750 upstream to the east of Project Site. Five USTs were removed from the site in 1987. Samples collected from groundwater in the tank pit detected free product (oil and tar), and this impacted water was pumped out and removed from the site in December 1987. Water samples collected from the UST pits contained low concentrations of TPHg, TPHd, and benzene. The site received closure in August 2001.

Project construction could also cause accidental release of hazardous materials such as a hazardous materials spill or equipment leakage or mobilization of ADL if present. In addition, the Project will remove existing striping that could contain traces of lead. However, the Project contract specifications will require the Contractor to implement BMPs such as hazardous materials spill management and regular maintenance of vehicles to minimize potential impacts from accidental spills associated with Project construction or construction equipment. The Contractor will also be required to submit a lead compliance plan for approval by CCCPWD for potential lead in striping.

While the Project will not have long-term operational impacts, temporary impacts could occur during construction due to disturbance of potentially contaminated soils. The disturbance will be limited in nature and potential for accidental release will be minimized with implementation of Mitigation Measure HAZ -1 and HAZ-2.

**IMPACT HAZ-1:**

The Project will result in temporary disturbance of soil or water that is potentially contaminated by hazardous materials.

**MITIGATION MEASURE HAZ-1:**

Prior to commencement of grading activities, a Phase II soil sampling plan and results report shall be prepared for the County and soil samples shall be collected. The samples shall be analyzed for heavy metals identified in California Code of Regulations (CCR) Title 22. The samples shall also be analyzed for diesel motor oil, organochlorine pesticides (OCP), and semi-volatile organic compounds (SVOC). The sampling report indicating the results of the sampling shall be submitted to the County for review and approval. If no contamination is present, no further action is required. If contamination is present, Mitigation Measure HAZ-2 will be implemented.

**IMPACT HAZ-2:**

If contaminated soil is present, soil movement activities could mobilize contaminants exposing construction workers, residents, the general public, and the environment to hazardous substances.

### **MITIGATION MEASURE HAZ-2:**

If soil-testing results exceed applicable environmental screening levels (ESLs) the County will follow the recommendations provided in the results report to minimize potential for accidental release of contaminants. Recommendations may include development and implementation of one or more of the following plans:

- Preparation and implementation of a Health and Safety Plan: If recommended, a Health and Safety Plan would be prepared and implemented by the Contractor to provide appropriate disclosure and information to the site workers and personnel of the contaminants present, hazard identification and awareness, and appropriate personal protective equipment and procedures to be used during construction of the Project.
- Preparation and implementation of a Soil Management Plan: If recommended, a Soil Management Plan would be prepared by the County and implemented by the Contractor. Likely conditions are dust control and monitoring procedures, soil handling procedures, soil profiling, transportation and disposal procedure to ensure that the construction workers, residents and the general public are protected and that the Contractor understands and has plans and procedures for handling, managing, stockpiling, profiling, transporting and disposing of the contaminated soils at an appropriate licensed disposal facility. The plan shall include lines of reporting and responsibilities and authorities.
- Preparation and implementation of an Air Monitoring Plan: If recommended, an Air Monitoring Plan would be prepared by the County and implemented by the Contractor during construction that presents specific air monitoring procedures to be used during potentially dust generating portions of the construction activities. The Air Monitoring Plan may include sampling and testing at intervals sufficient to understand and avoid potential exposure to workers, residents, and the general public

With implementation of Mitigation Measures HAZ-1 and HAZ 2, Project impacts will be **less than significant with mitigation incorporated.**

- 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?*

Verde Elementary School is located 0.2 miles east of the Project Site. The Project does not propose land uses that are associated with hazardous substances therefore long-term operational impacts will not occur. However, as described in IX.b, hazardous materials are possible during construction through mobilization of contaminated soils, traces of lead from the removal of existing striping and unforeseen leaks and spills of liquids associated with equipment, such as gasoline, diesel fuel, oil, and lubricants. These materials will be handled, stored, and disposed of according to BMPs and in accordance with applicable regulations. Further, Mitigation Measures HAZ-1 and HAZ-2 would reduce potential for impacts to a less than significant level. Therefore, Project impacts will be **less than significant with mitigation incorporated.**

- 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?*

As discussed in section IX.b, there is one EnviroStor database listed on record (Richmond Rad Bea Anx) within the Project Site. This site is closed and no further action is required, furthermore implementation of Mitigation Measure HAZ -1 and HAZ-2 would reduce construction impacts from disturbed soils to a less-than-significant level. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

- 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.*

The Project Site is not within two miles of an airport, or within any airport land use plan. Therefore, the Project will have **no impact**.

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

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway and will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan in the short or long term. Emergency vehicles will have access at all times during construction. Therefore, Project impacts will be **less than significant**.

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

The Project Site is in an area identified as at risk for wildland fires (ABAG 2016). However, no residences, gathering places, or structures are proposed by the Project and the Project does not propose uses that would put residences in danger or increase the risk of wildland fire hazards. Therefore, Project impacts will be **less than significant**.

**X. HYDROLOGY AND WATER QUALITY**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 the site or 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; or	<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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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"/>

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

Wildcat Creek is an intermittent stream that intersects the Project Site at a perpendicular angle to Fred Jackson Way, crossing under the Wildcat Creek Bridge. Wildcat Creek is listed as an impaired water body in the SWRCB 303(d) list because it is polluted with the pesticide diazinon. An aquatic resources delineation study determined that Wildcat Creek is a potential water of the U.S. and subject to the Clean Water Act, however, construction activities on the bridge will be limited to road-surface work and there will be no in-creek work or discharge into Wildcat Creek. San Pablo Creek is also located to the north of near the Project Site.

The Project will not add additional traffic to the roadway and will not directly create wastewater discharge or degrade surface or ground water quality. The Project does not add additional lanes or otherwise trigger County C.3 requirements for stormwater runoff treatment. Accidental releases could occur during construction. However, standard BMPs will be implemented during construction

activities to minimize sediment or pollutants from construction activities from accidentally entering creeks. Therefore, Project impacts will be **less than significant**.

- b) *Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*

The Project will not require any withdrawals from an aquifer or groundwater table and will have a negligible effect on groundwater recharge. Project impacts will be **less than significant**.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:*

- i. *Result in substantial erosion or siltation on- or off-site?*

The Project will include street improvements that will not substantially alter the existing drainage. Storm drain facilities may be modified to accommodate bulb-outs, widened sidewalks, and other Project improvements. Minor modifications to the planned design may occur during the final design phase. Any changes resulting from the Project will be negligible and would not change overall drainage patterns or hydrology of the area. Therefore, Project impacts will be **less than significant**.

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

As discussed above in Section X.c.i the Project will not substantially alter the existing drainage pattern of the area. The Project will not significantly increase the amount of impervious surface and will not require significant grade changes, so the Project will not result in runoff that could alter flooding patterns. Therefore, Project impacts will be **less than significant**.

- 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?*

The Project will not create or contribute runoff water that would exceed the capacity of the existing stormwater drainage system in the area. As stated above, the proposed Project will not substantially alter the existing drainage pattern of the area. Storm drain modifications will be limited to those necessary to accommodate the new street improvements. The Project will not add additional travel lanes or result in a major reconstruction of the roadway and therefore does not trigger C.3 stormwater treatment requirements. Further, the Project does not increase capacity of the roadway for vehicle traffic so there will be no additional sources of polluted runoff. Improved facilities for bicyclists may encourage alternative modes of transportation, which could reduce potential for polluted runoff from vehicles. Therefore, Project impacts will be **less than significant**.

- iv. *Impede or redirect flood flows?*

The Project does not include the construction of structures that would impede or redirect flows. The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape) along an existing roadway. Therefore, the Project will have **no impact**.

- d) *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

The Federal Emergency Management Agency (FEMA) produced Flood Insurance Rate Maps (FIRMs) which show Special Flood Hazard Area. According to the associated FIRM, the northern half of the Project Site is located within a Zone A 100-year flood zone area (FEMA 2009). However, the Project will be constructed during the dry season and not subject to flood inundation during construction. Because the Project does not add additional lanes, the pollutant load could not be significantly different from the existing conditions. The Project Site is also located near the San Pablo Bay and is subject to seiches or tsunamis. However, the Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) on an existing road and will not introduce new land uses that could be subject to inundation. Therefore, Project impacts will be **less than significant**.

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

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway. No potential impacts to water quality other than those discussed above are anticipated. Therefore, Project impacts will be **less than significant**.

**XI. LAND USE AND PLANNING**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

The Project is limited to street improvements of an existing road and will not physically divide a community. Therefore, the Project will have **no impact**.

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?*

General planning policies and provisions are contained in the General Plan and the Contra Costa County Zoning Ordinance. The Contra Costa County Transit Authority is a public agency that manages the County's transportation sales tax program and is responsible for countywide transportation planning. The East Bay Regional Park District manages open space and trails within North Richmond.

The proposed Project does not conflict with any applicable land use plan, policy or regulation. The Project is consistent with the Transportation and Circulation Element goals and policies of the County General Plan including (Contra Costa County 2005a):

- Roadway and Transit Goal #5-A: To provide a safe, efficient and integrated multimodal transportation system.
- Roadway and Transit Goal #5-C: To balance transportation and circulation needs with the desired character of the community.
- Roadway and Transit Goal #5-D: To maintain and improve air quality above air quality standards.
- Roadway and Transit Goal #5-J: To reduce single-occupant auto commuting and encourage walking and bicycling.
- Roadway and Transit Goal #5-L: To reduce greenhouse gas emissions from transportation sources through provision of transit, bicycle, and pedestrian facilities.
- Roadway and Transit Policy #5-3: Transportation facilities serving new urban development shall be linked to and compatible with existing and planned roads, bicycle facilities, pedestrian facilities and pathways of adjoining areas, and such facilities shall use presently available public and semi-public rights of way where feasible.
- Roadway and Transit Policy #5-13: The use of pedestrian and bicycle facilities shall be encouraged. Proper facilities shall be designed to accommodate bikes, pedestrians, and transit.

- Roadway and Transit Policy #5-14: Physical conflicts between pedestrians, bicyclists, and vehicular traffic, bicyclists, and pedestrians shall be minimized.
- Roadway and Transit Policy #5-16: Curbs and sidewalks shall be provided in appropriate areas.
- Roadway and Transit Policy #5-23: All efforts to develop alternative transportation systems to reduce peak period traffic congestion shall be encouraged.
- Roadway and Transit Policy #5-24: Use of alternative forms of transportation, such as transit, bike and pedestrian modes, shall be encouraged in order to provide basic accessibility to those without access to a personal automobile and to help minimize automobile congestion and air pollution.
- Environmental Considerations #5-33: Landscaping and maintenance of street medians and curb areas shall be provided where appropriate.

According to the Contra Costa County Countywide Bicycle and Pedestrian Plan, a Class II bicycle lane has been proposed for Fred Jackson Way, which would also be designated as a low stress bikeway. The Project will increase the Class II bicycle lane along this facility; therefore, the Project is consistent with this plan. Other potential impacts associated with specific topical sections are discussed in those sections.

The County has an adopted Habitat Conservation Plan/Natural Community Conservation Plan; however the Project is not within the plan's inventory area.

Based on the analysis above, the Project is consistent with environmental land use policies or plans. Therefore, Project impacts will be **less than significant**.

**XII. MINERAL RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss or 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"/>

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?*

Mineral resources such as crushed rock, sand, and other resources, are important minerals in the region as they provide the necessary components for construction materials including asphalt and concrete for current and future development in the region. According to the Conservation Element chapter in the County General Plan (Contra Costa County 2005b), there are no mapped mineral resource areas near the Project. Therefore, the Project will have **no impact**.

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

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

**XIII. NOISE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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) Generate 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"/>

a) *Would the project generate 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?*

There are numerous residences and other sensitive land uses located within the vicinity of the Project. South of Wildcat Creek to Grove Avenue, there are six blocks of residential homes along Fred Jackson Way. Approximately 43 of these residences are directly adjacent to Fred Jackson Way and are within 100 feet of the Project Site. Behind these rows of homes, there are approximately 50 additional residences within 250 feet. There are also three churches, community senior apartments, and a community housing development center in these blocks directly along Fred Jackson Way. North of Wildcat Creek, Richmond Ballpark is directly east of the site. A community farm is immediately northeast of the site.

Contra Costa County does not have a noise ordinance for construction noise, however, the Contra Costa County General Plan Noise Element of the General Plan specifies that construction activities shall be concentrated during the hours of the day that are not noise-sensitive for adjacent land uses and should be commissioned to occur during normal work hours of the day to provide relative quiet during the more sensitive evening and early morning periods (Contra Costa County 2005e). Implementation of Mitigation Measures NOISE-1a, as described below, complies with the Noise Element.

Long-term operation of the Project would not contribute to noise levels in excess of standards. The Project will not increase capacity of the road and no significant changes to topography would occur. Street improvements will not change the distance of the travel way from nearby receptors and related changes in roadway noise will be negligible.

The Project will have construction impacts caused by an increase in ambient noise associated with Project construction. These impacts, however, would be short-term and temporary in nature. In general,

construction equipment generates noise levels ranging from approximately 74 to 90 dBA at 50 feet from the noise source, with higher levels up to 101 dBA for less typical equipment such as pile drivers and rock drills (USDOT 2006). Construction activities for this Project will fall within a typical range between 74 to 90 dBA at 50 feet. Figure 11-6 of the County General Plan, Noise Element, illustrates that a noise level up to 60 dB is normally acceptable for residential areas. A noise level between 60 and 70 dB is conditionally acceptable, and higher than 75 dB is unacceptable. Implementation of Mitigation Measures NOISE-1a and NOISE-1b would reduce this short-term construction period noise impact to a less-than-significant level.

### **IMPACT NOISE-1**

Development of the Project will result in a temporary increase in ambient noise levels during Project construction.

### **MITIGATION MEASURE NOISE-1a:**

Construction activities shall be limited to non-sensitive hours for adjacent land uses (generally between 7 a.m. to 5 p.m.) consistent with the Contra Costa County General Plan Noise Element. Although unanticipated, if work is necessary outside of these hours, the Resident Engineer shall approve the work and will be available to address any noise concerns during all construction activities.

### **MITIGATION MEASURE NOISE-1b:**

The Project Contractor shall employ the following noise-reducing practices during Project construction:

- 1) Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- 2) Unnecessary idling of internal combustion engines within 100 feet of residences should be strictly prohibited.
- 3) Locate stationary noise generating equipment as far as possible from sensitive receptors.
- 4) Utilize 'quiet' air compressors and other 'quiet' equipment where such technology exists.
- 5) Avoid staging of construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment as far as practical from noise sensitive receptors.
- 6) Provide notification to the adjacent noise-sensitive receptors including the specific construction schedule for major noise-generating construction activities.

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

*b) Would the project generate of excessive groundborne vibration or groundborne noise levels?*

Excessive ground borne vibration from construction activities resulting from equipment such as pile drivers will not be used to construct the Project. Some ground borne vibration may result from construction but will not be excessive based on the types of construction equipment that will be used and will be short term in nature. Therefore, Project impacts will be **less than significant**.

*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?*

The Project is not located in the vicinity of a private airstrip and there is no public airport located within two miles of the Project Site. Therefore, the Project will have **no impact**.

**XIV. POPULATION AND HOUSING**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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

The Project does not include new homes or businesses that could directly induce population growth. The Project will not increase the capacity of the roadway. Drainage modifications are limited to that which is necessary to accommodate the new sidewalk and storm drain capacity will not be increased. No other infrastructure is proposed that could indirectly induce population growth. Therefore, the Project will have **no impact**.

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

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

**XV. PUBLIC SERVICES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

a) 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?

i. Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The Project will not result in new development that could increase demand on public services and therefore will not necessitate the construction of new facilities or the alteration of facilities that could result in environmental impacts. Because the Project will not result in population growth, nor does it propose land uses that increase demand on police and fire services, the Project will not impact service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities. Therefore, the Project will have **no impact**.

**XVI. RECREATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?*

North Richmond Ball Field is an 8.2 acre multi-purpose recreational facility located adjacent to the Project Site. The Project will increase bicycle and pedestrian access to the Ball Field, and therefore may increase usage. Any additional usage would not reasonably contribute to substantial deterioration of facilities, as the park was designed for public usage by residents of North Richmond. The typical source of increased usage of recreational facilities is projects that cause a substantial increase in population, such as construction of new residences or major job generators. Therefore the Project will have **less than significant impact**.

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

The Project does not include new development that could require construction of existing recreational facilities. Therefore, the Project will have **no impact**.

**XVII. TRANSPORTATION**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (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"/>

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

The Contra Costa Transportation Authority (CCTA) functions as the County’s principal transportation planning agency and Congestion Management Agency. The applicable plans adopted by CCTA are the *2017 Update of the Contra Costa Congestion Management Program* (CCTA 2017) and the *2018 Countywide Bike and Pedestrian Plan* (CCTA 2018). In addition, the Transportation and Circulation Element of the County General Plan includes transportation goals and policies (Contra Costa County 2005a).

The Project does not include elements that could increase traffic on local roadways (for example residential or commercial land uses). Changes to the roadway are limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) and will not substantially change the configuration of the road or increase capacity. As such, the Project will not conflict with plans, ordinances or policies that establish measures of effectiveness for roadway performance.

According to the Countywide Bicycle and Pedestrian Plan, a Class II bicycle lane has been proposed for the Project segment of Fred Jackson Way from Grove Avenue to Wildcat Trail. Through Project implementation, the roadway would be striped for a Class II bicycle lane. Therefore, the Project is consistent with this plan. This is also consistent with General Plan Policy 5-L, which encourages increased opportunity for bicycle use for recreation as well as transportation.

According to the East Bay Regional Park District 2013 Master Plan Map, the Wildcat Creek Trail (which connects to the San Francisco Bay Trail) is the only Trail or Parkland along the Project length (EBRPD 2013). No future Trails or Parklands are planned adjacent to Fred Jackson Way.

Alameda-Contra Costa Transit District (AC Transit) provides public transportation for a portion of west Contra Costa County. According to the AC Costa Transit website, there are several bus routes along the Project length of Fred Jackson Way, including lines 76, 376, 667, and 607. There is a bus stop at

northwest and northeast intersection of Grove Avenue, the northwest intersection of Silver Avenue, and the southeast intersection of Market Avenue. These lines connect to Richmond and El Cerrito BART stations. There will be no operational impacts to the bus routes, and the Project will benefit the area by improving safety for pedestrians. There will, however, be minor temporary construction impacts. The bus stops may not be accessible during construction. Other possible inconveniences include minor traffic, bicyclist, and pedestrian delays on Fred Jackson Way.

In order to ensure traffic impacts to public transit and Wildcat Trail are minimized during construction activities, the Project contract specifications will require the Contractor to implement the following avoidance measures:

**IMPACT TRA-1:**

The Project will result in temporary disruption to AC Transit stops and access to Wildcat Trail.

**MITIGATION MEASURE TRA-1:**

- 1) No full lane closures allowed during commute hours; at off-peak hours one lane of Fred Jackson Way may be temporarily closed during active construction; reopening of lanes at the end of each working day.
- 2) Temporary lane closures may be scheduled at times of minimal traffic volumes such as nights, weekends, and off-commute hours where low traffic volumes are expected.
- 3) Traffic control including flaggers will be used as warranted to adjust flow as vehicle volume increases in either direction.
- 4) Placement of construction zone speed limits.
- 5) Advance letter notification to local emergency response services to allow them to plan for alternate routes.
- 6) Emergency vehicle access at all times.
- 7) Letter notification to local residents seven calendar days in advance of construction and lane closure start date(s).
- 8) Publish press release in local newspapers seven days before construction start date.
- 9) Placement of portable changeable message signs at various locations in Project vicinity with construction start and road closure dates and period at least seven calendar days in advance of start dates.
- 10) Provide accessibility to driveways to properties outside the Project area throughout the project.
- 11) Coordinate with AC Transit commuters' accessibility to bus stops before and during construction of the Project, and place temporary bus stops outside of active construction zones.

While public access to AC Transit stops and Wildcat Trail may be temporarily impacted by Project construction, mitigation measure TRA-1 will minimize potential impacts. For the reasons stated, the Project construction does not conflict with applicable plans and Project impacts will be **less than significant with mitigation incorporated**.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?*

According to Section 15064.3 (b) (2), transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. The Project will not impact vehicles miles traveled therefore Project impacts will be **less than significant**.

- 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)?*

The Project will not increase hazards due to a design feature. Bicycle and pedestrian facilities will not require significant realignment of the roadway. Bulb-outs are designed to slow traffic providing a more pedestrian friendly roadway. During construction, the Project contract specifications will require the Contractor to implement measures to minimize potential construction impacts. Therefore Project impacts will be **less than significant**.

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

Emergency vehicles will have access through the Project Site at all times. Contract specifications will require the Contractor to notify local authorities of the Contractor's intent to begin work at least 5 days before work is scheduled to begin. The Contractor will be required to cooperate with local authorities relative to handling traffic through the Project area and will make arrangements relative to keeping the work area clear of parked vehicles. Therefore, Project impacts will be **less than significant**.

**XVIII. TRIBAL CULTURAL RESOURCES**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of Historical Resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. A resourced 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, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) *Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of Historical Resources as defined in Public Resources Code section 5020.1(k); or ii) A resourced 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, the lead agency shall consider the significance of the resource to a California Native American tribe.*

The Wilton Rancheria Tribe has submitted a general request letter to be notified of Projects within Contra Costa County under AB52. On July 27, 2017 an offer to consult was sent to the AB52 contact indicated in the Wilton Rancheria general request letter. A response was received on August 7, 2018 from Wilton Rancheria that requested a formal consultation.

On August 10, 2017, the County sent a letter and email to initiate consultation for the Project, and asked Wilton Rancheria which dates would work for a Project orientation meeting. The County sent follow-up emails (on August 24, 2017, September 5, 2017, and September 18, 2017) to arrange a meeting time or phone call in response to the request for formal consultation. On September 28, 2018, the County sent a final notice that the attempts to schedule a consultation meeting were not successful, and that the County would provide a copy of cultural resources assessments once available as requested by the tribe. On

October 3, 2017, Wilton Rancheria responded via email and asked to meet after a cultural study is completed. The County responded that the studies would not be prepared for at least 14 months, and would be shared when available.

On November 8, 2018, the County received a call from the Tribal Cultural Resources Coordinator, who asked the status of the Project. The cultural resources consultant from AECOM recently contacted him for Section 106 consultation. The County said that the cultural resources assessments were not yet complete, and that the County would be available to schedule a conference call after the documents are shared in order to discuss any concerns under AB52 or Section 106. The County also said that the planned pedestrian path would intersect with the historic resource site (Wilton Rancheria was notified of the record search result on October 10, 2018 through Section 106 consultation), and that the associated ground disturbance is anticipated to be two to three feet deep. The Tribal Cultural Resources Coordinator made a statement indicating that there is less concern for impacts at shallow levels, but that they typically see resources at a deeper depth.

On December 3, 2018, the County sent a status update that the report was still in preparation, and again on February 5, 2019 to let the tribe know this document was under review by Caltrans and that a final document would be shared once available. On February 7, 2019 the consultant shared the first copy of the cultural resource documents with Wilton Rancheria and did not hear a response.

On February 27, 2019, the County sent an update email to the Tribal Cultural Resources Coordinator. The email stated that the consultant had shared the first copy of the cultural resources reports with the tribe, and that final versions would be shared once complete, and that the County is available to schedule a meeting. The email also stated that AECOM planned to conduct fieldwork the next day, and stated who would serve as tribal monitor.

On April 16, 2019, the County received an email from the Tribal Cultural Resources Coordinator that asked for an update. The County responded that the first copy of the cultural resources report is under review by Caltrans, and that the consultant would provide the approved version of the report. The County stated the dates that field work was conducted, and that a field investigation report is being prepared. On April 24, 2019, the County emailed the Tribal Cultural Resources Coordinator the Area of Potential Effects (APE) map, which was approved by Caltrans that same day, and let him know the cultural resources report had not yet been approved by Caltrans.

On May 22, 2019, the County spoke to the Executive Director of Cultural Preservation (who became the current contact for the County) about the plan to circulate the CEQA document and to check if there were any questions or concerns. The County then emailed him the recently prepared field investigation report. A follow up phone call was made on May 24, 2019 and follow-up email and call on May 28, 2019.

The Tribal Resources Coordinator and Executive Director of Cultural Preservation provided no additional information about the presence or potential presence of unique ethnic cultural resources or religious or sacred uses within the Project Site. The County will continue consultation throughout the Project. Also see Section V. Cultural Resources for a discussion regarding Section 106 consultation.

Mitigation Measures CUL-1 AND CUL-2 will be implemented to minimize unanticipated impacts to previously undiscovered resources. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

**XVIV. UTILITIES AND SERVICE SYSTEMS**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project:

a) Require or result in the relocation, construction of new or expanded water or wastewater treatment or stormwater, drainage, electric power, natural gas, or telecommunications facilities the construction 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 reasonable foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

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

The Project does not include nor will it require construction of new water or wastewater treatment facilities or expansion of existing facilities. Drainage and utility modifications will be limited to those necessary to accommodate street improvements. Capacity would not be increased. The impacts associated with minor drainage modifications are analyzed in this document and were found to be less than significant. No other stormwater drainage facilities are proposed or will be necessary for implementation of the Project. Therefore, the Project impacts will be **less than significant**.

b) *Have sufficient water supplies available to serve the project and reasonable foreseeable future development during normal, dry and multiple dry years?*

The completed Project will not require water service, and any water needed during project construction would be provided by water trucks from off-site water sources. Therefore, the Project will have **no impact**.

- 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?*

The Project does not require wastewater treatment services. Therefore, the Project will have **no impact**.

- 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?*

The Project will not generate operational waste. However, a small amount of construction waste including vegetative matter, asphalt, and concrete may be generated. The County has active solid waste facilities with capacity to accommodate any construction waste that may be generated (CalRecycle, 2018). In addition, Project contract specifications will require that the Contractor dispose of solid waste in accordance with all federal, state and local regulations. Therefore, the Project impacts will be **less than significant**.

- e) *Would the project comply with federal, state and local management and reduction statutes and regulations related to solid waste?*

As stated above, Project contract specifications will require that the Contractor dispose of solid waste in accordance with all federal, state and local regulations. Therefore, Project impacts will be **less than significant**.

**XX. WILDFIRE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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"/>

a) *Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Project is limited to street improvements (bicycle lanes, pedestrian path, and streetscape enhancements) along an existing roadway. Bulb-outs will be added for traffic calming but will not impede emergency vehicles. Emergency vehicles will have access at all times during construction. Therefore, Project impacts will be **less than significant**.

b) *Would the project, 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?*

The Project is limited to street improvements along an existing roadway. No improvements are proposed that would exacerbate a wildfire risk. Therefore, Project impacts will be **less than significant**.

c) *Would the project 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?*

The Project is limited to existing facilities. No improvements are proposed that would exacerbate a wildfire risk. All other operational impacts to the environment have been analyzed in this document and no significant impacts were identified. Therefore, Project impacts will be **less than significant**.

d) *Would the project 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?*

As discussed in preceding Sections, the Project is limited to street improvements along an existing roadway and does not include improvements that would exacerbate wildfire risk or flooding. Therefore impacts will be **less than significant**.

**XXI. MANDATORY FINDINGS OF SIGNIFICANCE**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 that 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"/>

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

As discussed in Section IV, implementation of Mitigation Measures BIO-1a through BIO-3 would ensure that development of the Project would not: 1) substantially reduce the habitat of a fish or wildlife species; 2) cause a fish or wildlife species population to drop below self-sustaining levels; 3) threaten to eliminate a plant or animal community; or 4) reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation measures will be implemented as described in the Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources sections. Specifically, implementation of Mitigation Measures BIO-1a through BIO 3 would ensure that potentially significant impacts would be reduced to less-than-significant levels. As discussed in Section V, implementation of Mitigation Measures CUL-1a through CUL-3 would ensure that the project does not eliminate important examples of the major periods of California history or prehistory. Implementation of Mitigation Measures CUL-1a through CUL-3 would ensure that potentially significant impacts would be reduced to less-than-significant levels. Therefore, Project impacts will be **less than significant with mitigation incorporated**.

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

All project impacts were found to be less than significant or less than significant with mitigation measures incorporated. No other known projects that could result in cumulative construction impacts are currently planned. Therefore, the impacts will be **less than significant**.

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

The Project will not cause substantial adverse direct or indirect effects on human beings as impacts will be avoided and minimized where possible and mitigated when necessary. Mitigation measures will be implemented as described in the Biological Resources, Cultural Resources, Geology/Soils, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources sections. Therefore, project impacts will be **less than significant with mitigation incorporated**.

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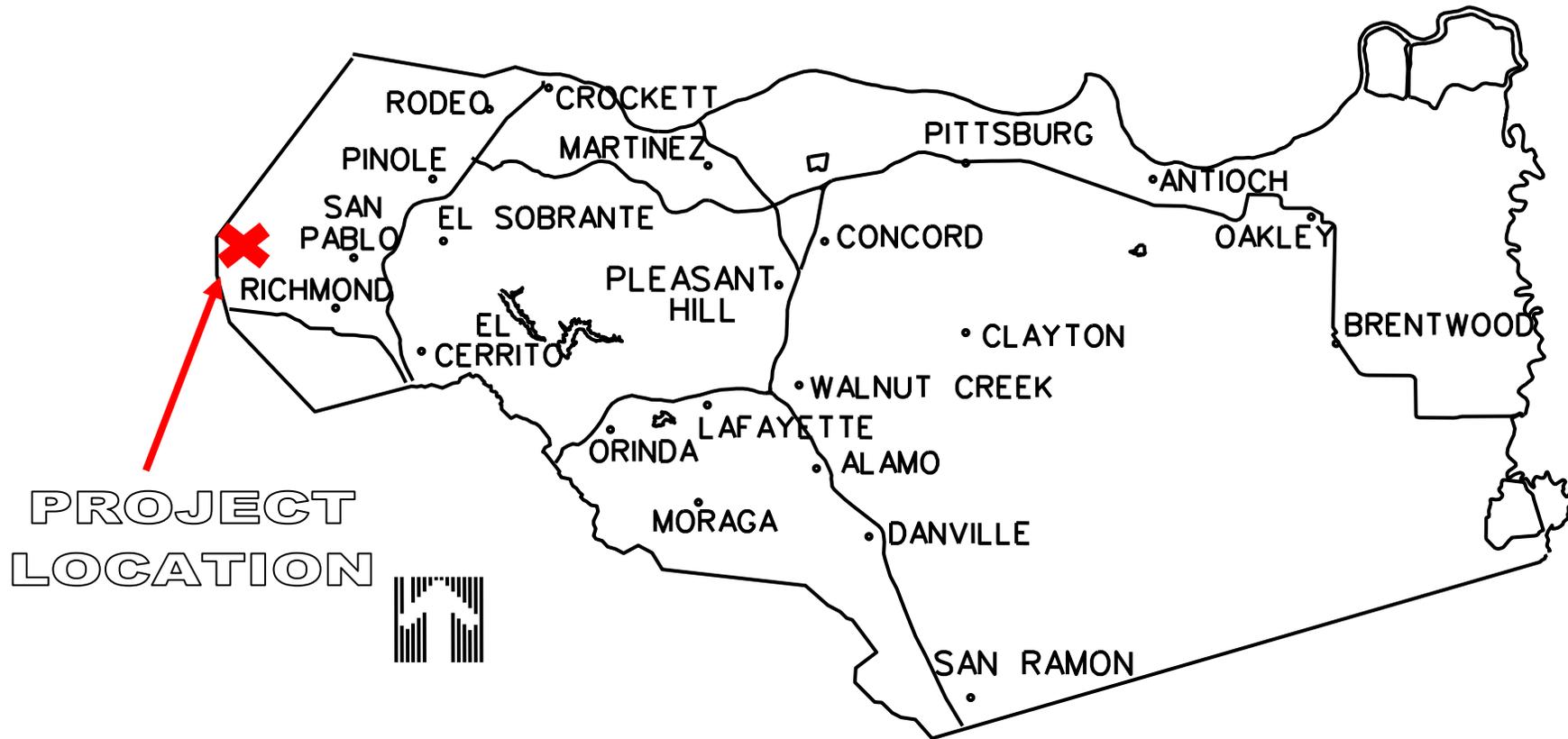
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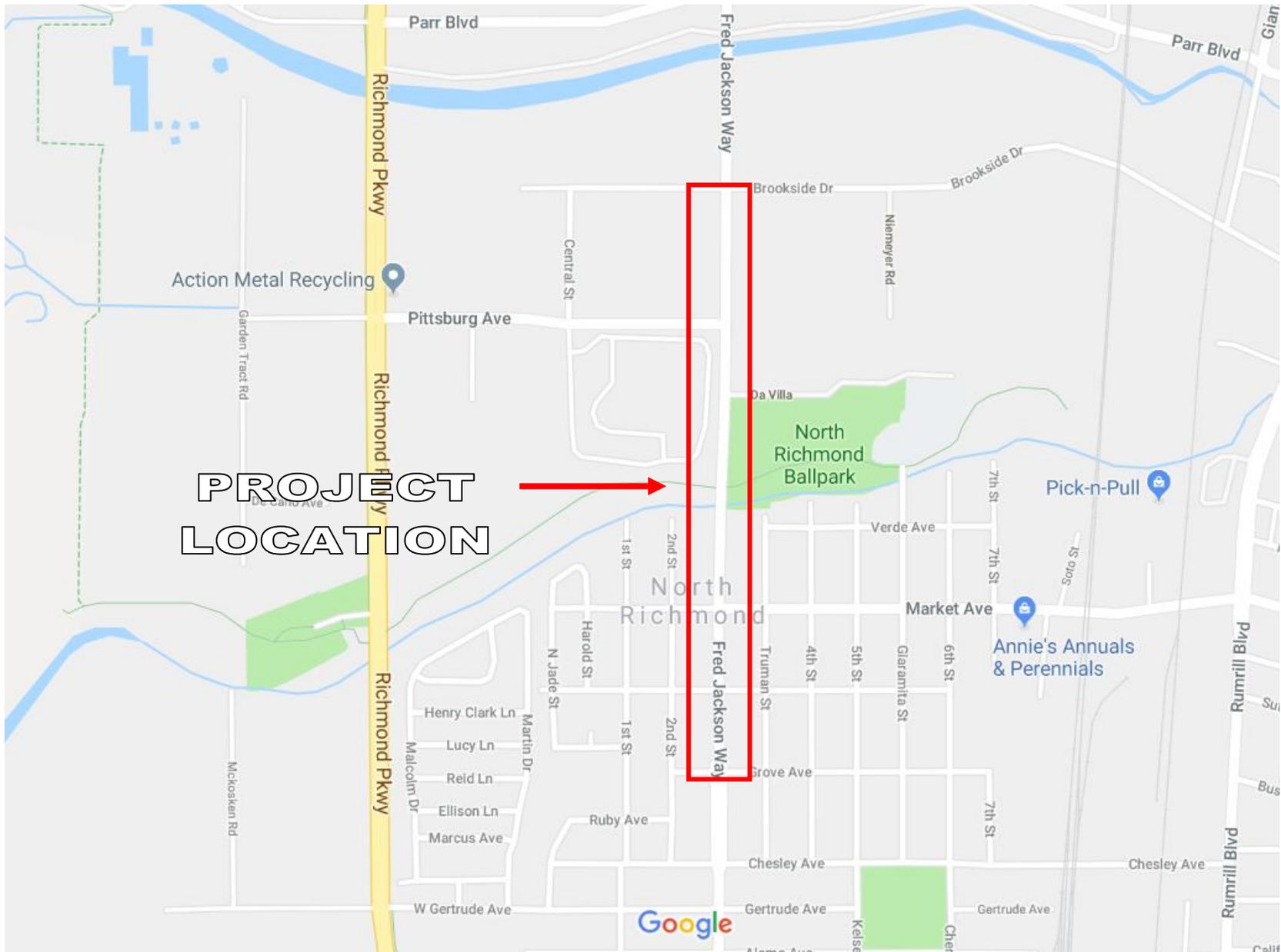
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# FIGURES

# CONTRA COSTA COUNTY CALIFORNIA



**FIGURE 1: Regional Location Map**

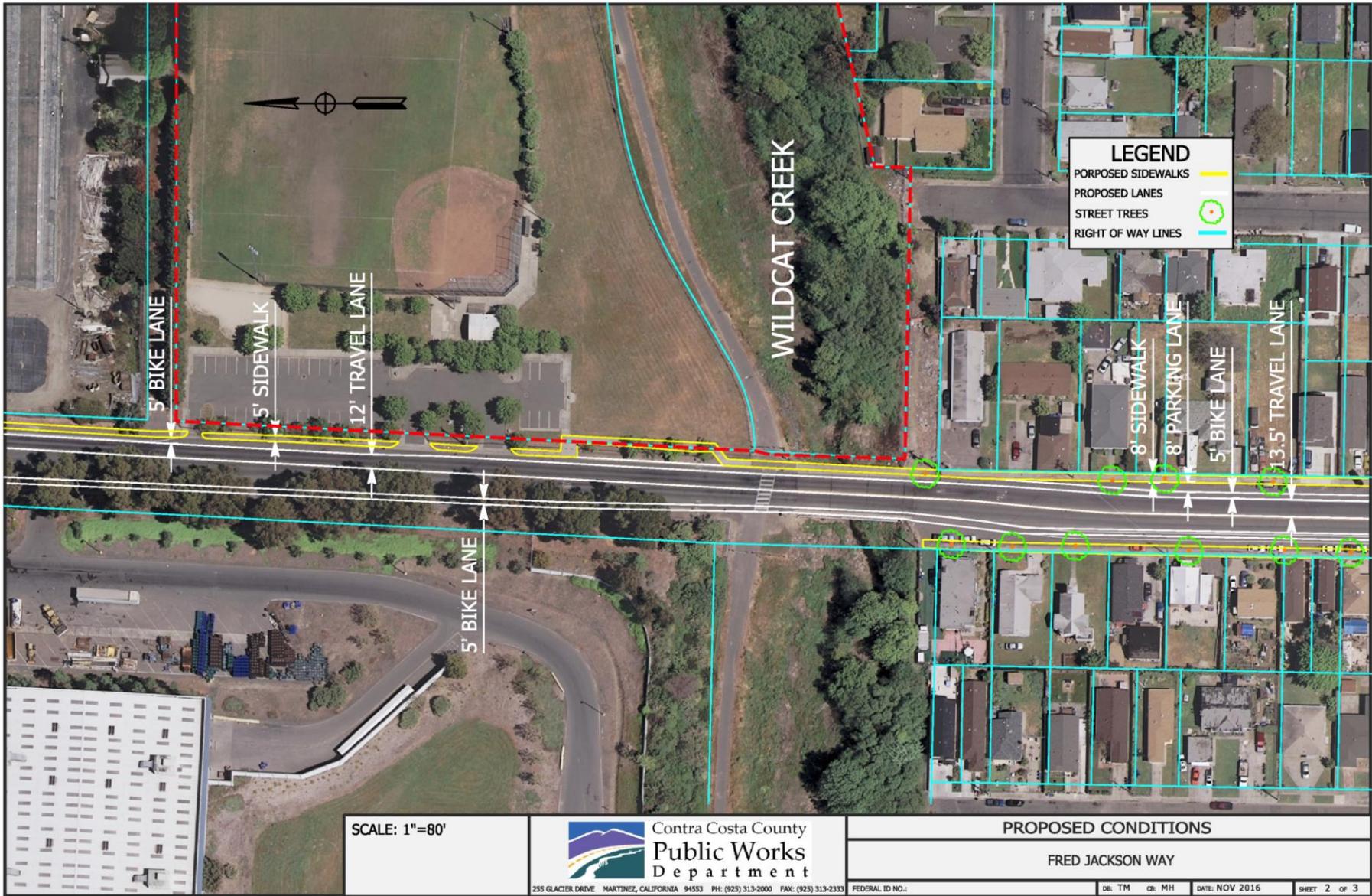


**FIGURE 2: Vicinity Map**

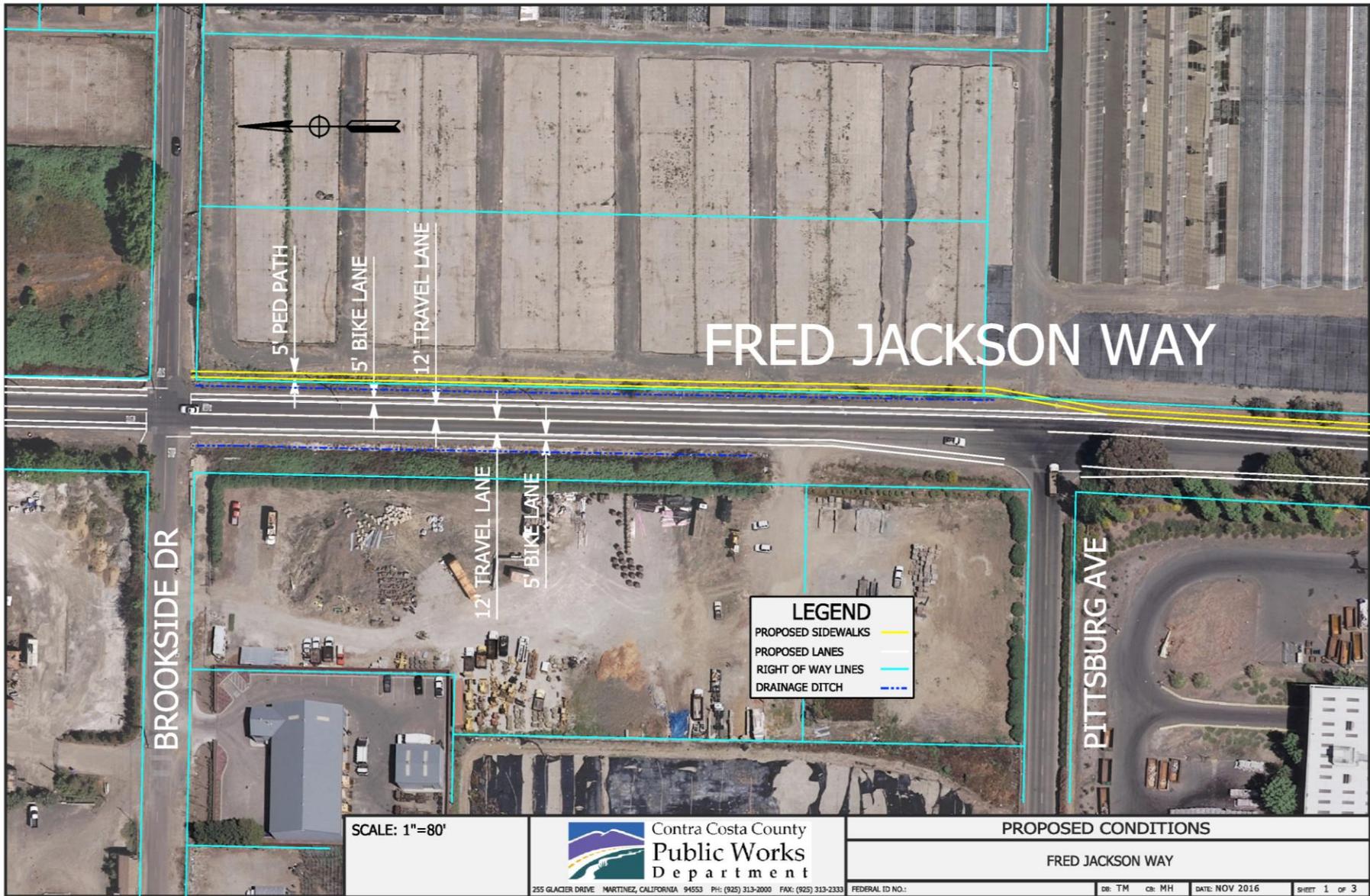




**FIGURE 4: Preliminary Project Layout**



**FIGURE 4: Preliminary Project Layout**



**FIGURE 4: Preliminary Project Layout**

# **APPENDIX A**

## **MITIGATION MONITORING REPORTING PLAN**

## Mitigation Monitoring and Reporting Plan

The following Mitigation Monitoring and Reporting Program (MMRP) identifies the Mitigation Measures that will be implemented as part of the Fed Jackson Way First Mile/Last Mile Connection Project. The Contra Costa County Public Works Department (CCCPWD) or its Contractors under the supervision of CCCPWD will be responsible for implementing the following measures. CCCPWD will be responsible for monitoring to ensure the following measures are implemented.

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>IV. BIOLOGICAL RESOURCES</b>					
<b>BIO-1: Disturbance to Nesting Birds and Raptors</b>	<b>MITIGATION MEASURE BIO-1: Migratory Bird Protective Measures</b>				
	<p>Before any Project work occurs, including and equipment staging, all construction personnel will participate in an environmental awareness training given by a qualified biologist regarding special-status species and sensitive habitats present in the Biological Study Area (BSA). As part of the training, an environmental awareness handout will be provided to all personnel that describes and illustrates sensitive resources (e.g. Wildcat Creek or nesting birds) to be avoided during Project construction. If new construction personnel are added to the Project, they must receive the mandatory training before starting work. New construction personnel will receive the training from a qualified biologist or from staff deemed adequate to give the training by the qualified biologist.</p>	Prior to and during construction	CCCPWD; Construction Contractor; Qualified Biologist	CCCPWD	
	<p>The following will be completed to avoid potential impacts to nesting birds:</p> <ol style="list-style-type: none"> <li>1) If construction (including utility pole relocation, equipment staging, and vegetation removal) will occur during the breeding season for migratory birds and raptors (generally January through August), a qualified biologist will conduct pre-construction nesting bird and raptor surveys prior to construction activities.</li> <li>2) The surveys will be conducted no more than 14 days before the initiation of construction activities in the Project area.</li> <li>3) If an active bird or raptor nest is identified within the Project Site, the nest will either be monitored by a qualified biologist during construction activities to determine if construction is causing disturbance that could result in nest failure, or a no-disturbance buffer will</li> </ol>	Prior to and during construction	CCCPWD; Construction Contractor; Qualified Biologist	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>BIO-1: Disturbance to Nesting Birds and Raptors</b>	be established around the nest to avoid disturbance of the nesting birds or raptors until a qualified biologist determines that the young have fledged and are foraging on their own. The extent of these buffers will be determined by the biologist and will depend on the species identified, level of noise or construction disturbance, line-of-sight between the nest and the disturbance, ambient levels of noise and other disturbances, and other topographical or artificial barriers (generally 50 feet for passerine, 500 feet for raptors) If deemed necessary by the qualified biologist consultation with CDFW will be conducted. If no active nests are found during the preconstruction surveys, then no additional mitigation is required.				
<b>BIO-2: Disturbance to Special Status Species or Habitats Associated with Wildcat Creek or San Pablo Creek</b>	<b>MITIGATION MEASURE BIO-2: Water Quality Protective Measures</b>				
	All temporarily disturbed areas will be returned to pre-Project conditions upon completion of Project construction. These areas will be properly protected from washout and erosion using appropriate erosion control devices.	During construction	CCCPWD; Construction Contractor	CCCPWD	
	The following Best Management Practices will be implemented during construction to protect water quality within the watershed: 1) Final construction plans will depict the designated construction footprint as well as areas to be avoided. 2) Before October 15 and/or immediately after construction is complete, stabilize exposed surfaces. 3) Temporarily affected areas will be restored to pre-Project conditions. 4) All exposed soils will be stabilized and will be seeded with a native seed mix to reduce the effects of erosion. 5) Staging areas will be contained within silt fencing or lined and bermed areas such that no leaks, runoff, or construction liquids could enter any drainage facilities. 6) No refueling, storage, servicing, or maintenance of equipment will take place within 50 feet of Wildcat Creek, its tributaries, or other adjacent wetland features.	Prior to and during construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>BIO-2: Disturbance to Special Status Species or Habitats Associated with Wildcat Creek or San Pablo Creek</b>	7) All machinery used during construction of the Project will be properly maintained and cleaned to prevent spills and leaks that could contaminate soil or water. 8) Any spills or leaks from construction equipment (i.e., fuel, oil, hydraulic fluid, and grease) will be cleaned up in accordance with applicable local, state, and/or federal regulations.				
	<p>The County will comply with the National Pollution Discharge Elimination System (NPDES) requirements associated with construction activity as required under Section 402 of the Clean Water Act. As part of this requirement, the County will require the contractor to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP). If the Project qualifies for an erosivity waiver, a Water Pollution Control Program (WPCP) will be prepared.</p> <p>In either case, the document will include erosion control measures and construction-waste containment measures to ensure that waters of the U.S. and State are protected during and after Project construction. The SWPPP or WPCP will include measure to minimize offsite stormwater runoff. Components of the SWPP or WPCP will include but not be limited to:</p> <ol style="list-style-type: none"> <li>1) A comprehensive erosion and sediment control plan, depicting areas to remain undisturbed, and providing specifications for revegetation of disturbed areas.</li> <li>2) A list of potential pollutants from building materials, chemicals, and maintenance practices used during construction, and the specific control measures to be implemented to minimize release and transport of these constituents in runoff.</li> <li>3) Specifications and designs for the appropriate BMPs for controlling drainage and treating runoff in the construction phase.</li> <li>4) A program for monitoring all control measures that includes schedules for inspection and maintenance, and identifies the party responsible for monitoring.</li> <li>5) A site map that locates all water quality control measures</li> </ol>	Prior to and during construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
	and restricted areas to be left undisturbed.				
<b>BIO-3: Accidental Introduction of New Invasive Species</b>	<b>MITIGATION MEASURE BIO-3: Invasive Species Protective Measures</b>				
	<p>To prevent the accidental introduction of new invasive species into the Project Site during construction, the County will require that the Project contractor implement the following control measures:</p> <ol style="list-style-type: none"> <li>1) Only certified noxious weed-free erosion control materials will be used. All straw and seed material will be certified as weed-free prior to being used at the Project Site.</li> <li>2) Contractor will wash all construction equipment prior to bringing it onto the job site. Inspection will ensure that equipment arrives on site free of mud and seed-bearing material.</li> </ol> <p>Any reseeded of disturbed soil areas and newly constructed slopes will use an appropriate native seed mix.</p>	Prior to and during construction	CCCPWD Contractor;	CCCPWD	
<b>V. CULTURAL RESOURCES</b>					
<b>CUL-1: Disturbance to a historical resource</b>	<b>Mitigation Measure CUL-1: Environmentally Sensitive Action Plan and Archaeological Monitoring</b>				
	<p>An Environmentally Sensitive Area (ESA) Action Plan for the archaeological site will be prepared and implemented prior to construction. It will describe the actions to be taken to protect the archaeological site, which consist of establishing an ESA around the known horizontal and vertical archaeological site boundary. The ESA will be delineated on all Project plans and a portion of the horizontal ESA will be physically delineated with orange safety fencing. No Project-related activities (e.g., excavation, trenching, staging, equipment parking) shall take place below the vertical ESA limit or within the portion of the ESA that is within the orange safety fencing. A Caltrans-approved, professionally qualified archaeologist will be onsite to delineate the vertical ESA and to periodically monitor the protective measures.</p>	Prior to and during construction	CCCPWD; Construction Contractor; Qualified Archaeologist	CCCPWD	
	<p>An archaeological monitoring plan will be prepared prior to any ground disturbance. The plan will outline the procedures for discoveries within the boundaries of the archaeological site during construction; the chain of command and responsible</p>	Prior to and during construction	CCCPWD; Construction Contractor; Qualified	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>CUL-1: Disturbance to a historical resource</b>	parties; and special procedures should human remains be encountered. Procedures for discovery will include: 1) If cultural materials are discovered during construction, all earth moving activities within and around the immediate discovery area will be diverted until the Resident Engineer or their designated representative contacts an archaeologist who meets the Secretary of the Interior's Standards for Archaeology to assess the nature and significance of the find. 2) If cultural materials are found to be significant, a Data Recovery Plan will be developed.		Archaeologist		
	Archaeological monitoring by a qualified archaeologist and a Native American monitor, recognized by the NAHC as an Ohlone descendant, will be conducted during all ground disturbing activities within the boundaries of the archaeological site. A daily archaeological monitoring log will be completed by the archaeological monitor and submitted weekly to the County of Contra Costa for review.	During construction	CCCPWD; Construction Contractor; Qualified Archaeologist; Native American Monitor	CCCPWD	
<b>CUL-2: Disturbance to unidentified historical resources</b>	<b>Mitigation Measure CUL-2: BMPs and Archaeological Monitoring</b> The following Best Management Practices will be implemented during Project construction to protect unanticipated historic or pre-historic, archaeological, resources. 1) Contractor will be notified of the possibility of encountering historic or pre-historic, archaeological materials during ground-disturbing activities and will be educated on the types of historic and pre-historic Native American period archaeological materials that may be encountered. 2) If an inadvertent discovery is made, the Contractor will cease all ground-disturbing activities in the area of discovery. 3) The Contractor will immediately notify the County Public Works Department Resident Engineer who will then request a qualified archaeologist to evaluate the finding(s). 4) If the finding(s) is determined to be potentially significant, the archaeologist in consultation with the appropriate Native American tribal representative or historical society will				
		During construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>CUL-2: Disturbance to unidentified historical resources</b>	develop a research design and treatment plan outlining management of the resource, analysis, and reporting of the find.				
	An archaeological monitoring plan will be prepared prior to any ground disturbance. The plan will outline the procedures for discoveries during construction that are made outside the boundaries of the known archaeological site; the chain of command and responsible parties; and special procedures should human remains be encountered. The monitoring plan may be combined with the plan described above in CUL-1b.	Prior to and during construction	CCCPWD; Construction Contractor	CCCPWD	
	Archaeological monitoring by a qualified archaeologist will be conducted during all ground disturbing activities that yield visible spoils occurring below 3 feet bgs. If sediments below 3 feet are visibly disturbed archaeological monitoring will cease in that particular location. A daily archaeological monitoring log will be completed by the monitor and submitted weekly to the County of Contra Costa for review.	Prior to and during construction	CCCPWD; Construction Contractor; Qualified Archaeologist	CCCPWD	
<b>CUL-3: Impact to previously undiscovered human remains</b>	<b>Mitigation Measure CUL-3: Stop Work and Notification Procedure</b>				
	If human remains are encountered, work within 25 feet of the discovery shall be redirected and the Contra Costa County Coroner notified immediately. At the same time, an archaeologist shall be contacted to assess the situation. If the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist shall prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report shall be submitted to Contra Costa County and the Northwest Information Center.	During construction	CCCPWD; Construction Contractor; Qualified Archaeologist	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>IX. Hazards and Hazardous Materials</b>					
<b>HAZ-1: Disturbance of Soil or Water That is Potentially Contaminated</b>	<p><b>Mitigation Measure HAZ-1: Soil and Water Sampling Plan</b></p> <p>Prior to commencement of grading activities, a Phase II soil and water sampling plan and results report shall be prepared for the County and soil samples shall be collected. The samples shall be analyzed for heavy metals identified in California Code of Regulations (CCR) Title 22. The samples shall also be analyzed for diesel motor oil, organochlorine pesticides (OCP), and semi-volatile organic compounds (SVOC). The sampling report indicating the results of the sampling shall be submitted to the County for review and approval. If no contamination is present, no further action is required. If contamination is present, Mitigation Measure HAZ-2 will be implemented.</p>	Prior to construction	CCCPWD Environmental Services Division	CCCPWD	
<b>HAZ-2: Mobilization of Contaminants</b>	<p><b>Mitigation Measure HAZ-2: Accidental Release Protective Measures</b></p> <p>If soil-testing results exceed applicable environmental screening levels (ESLs) the County will follow the recommendations provided in the results report to minimize potential for accidental release of contaminants. Recommendations may include development and implementation of one or more of the following plans:</p> <ul style="list-style-type: none"> <li>• Preparation and implementation of a Health and Safety Plan: If recommended, a Health and Safety Plan would be prepared and implemented by the contractor to provide appropriate disclosure and information to the site workers and personnel of the contaminants present, hazard identification and awareness, and appropriate personal protective equipment and procedures to be used during construction of the Project.</li> <li>• Preparation and implementation of a Soil Management Plan: If recommended, a Soil Management Plan would be prepared by the County and implemented by the contractor. Likely conditions are dust control and monitoring procedures, soil handling procedures, soil profiling, transportation and disposal procedure to ensure that the construction workers, residents and the general public are protected and that the contractor understands and has plans</li> </ul>	Prior to and during construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>HAZ-2: Mobilization of Contaminants</b>	<p>and procedures for handling, managing, stockpiling, profiling, transporting and disposing of the contaminated soils at an appropriate licensed disposal facility. The plan shall include lines of reporting and responsibilities and authorities.</p> <ul style="list-style-type: none"> <li>Preparation and implementation of an Air Monitoring Plan: If recommended, an Air Monitoring Plan would be prepared by the County and implemented by the contractor during construction that presents specific air monitoring procedures to be used during potentially dust generating portions of the construction activities. The Air Monitoring Plan may include sampling and testing at intervals sufficient to understand and avoid potential exposure to workers, residents, and the general public.</li> </ul>				
<b>XIII. NOISE</b>					
<b>NOISE-1: Temporary Increase in Ambient Noise Levels</b>	<b>Mitigation Measure NOISE-1: Limit Ambient Noise</b>				
	<p>Construction activities shall be limited to non-sensitive hours for adjacent land uses (generally between 7 a.m. to 5 p.m.) consistent with the Contra Costa County General Plan Noise Element. Although unanticipated, if work is necessary outside of these hours, the Resident Engineer shall approve the work and will be available to address any noise concerns during all construction activities.</p>	During construction	CCCPWD; Construction Contractor	CCCPWD	
	<p>The Project contractor shall employ the following noise-reducing practices during Project construction:</p> <ol style="list-style-type: none"> <li>Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.</li> <li>Unnecessary idling of internal combustion engines within 100 feet of residences should be strictly prohibited.</li> <li>Locate stationary noise generating equipment as far as possible from sensitive receptors.</li> <li>Utilize 'quiet' air compressors and other 'quiet' equipment where such technology exists.</li> </ol>	Prior to and During construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>NOISE-1: Temporary Increase in Ambient Noise Levels</b>	5) Avoid staging of construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment as far as practical from noise sensitive receptors.  Provide notification to the adjacent noise-sensitive receptors including the specific construction schedule for major noise-generating <i>construction</i> activities.				
<b>XVII. TRANSPORTATION</b>					
<b>TRA-1: Temporary Disruption to AC Transit Stops</b>	<b>Mitigation Measure TRA-1: Traffic Control and Notifications</b> 1) No full lane closures allowed during commute hours; at off-peak hours one lane of Fred Jackson Way may be temporarily closed during active construction; reopening of lanes at the end of each working day. 2) Temporary lane closures may be scheduled at times of minimal traffic volumes such as nights, weekends, and off-commute hours where low traffic volumes are expected. 3) Traffic control including flaggers will be used as warranted to adjust flow as vehicle volume increases in either direction. 4) Placement of construction zone speed limits. 5) Advance letter notification to local emergency response services to allow them to plan for alternate routes. 6) Emergency vehicle access at all times. 7) Letter notification to local residents seven calendar days in advance of construction and lane closure start date(s). 8) Publish press release in local newspapers seven days before construction start date. 9) Placement of portable changeable message signs at various	Prior to and During construction	CCCPWD; Construction Contractor	CCCPWD	

Impact	Mitigation, Avoidance, and Minimization Measures	Implementation Timing	Implementation Responsibility	Verification Responsibility	Compliance Verification Date
<b>TRA-1: Temporary Disruption to AC Transit Stops</b>	<p>locations in Project vicinity with construction start and road closure dates and period at least seven calendar days in advance of start dates.</p> <p>10) Provide accessibility to driveways to properties outside the Project area throughout the project.</p> <p>11) Coordinate with AC Transit commuters' accessibility to bus stops before and during construction of the Project, and place temporary bus stops outside of active construction zones.</p>				