



Contra Costa County
California
Government Information

INITIAL STUDY

PUBLIC SAFETY COMMAND CENTER

**220 Glacier Drive
Martinez, California 94553**

JULY 2007

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ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Contra Costa County Public Safety Command Center
2. **Lead Agency Name and Address:** Community Development Department
Contra Costa County
Administration Building, 4th Floor, North Wing
651 Pine Street
Martinez, California 94553
3. **Contact Person and Contact Information:** Environmental Review:
Telma Moreira, Senior Planner
Community Development Department
(925) 335-1217
4. **Project Location:** 220 Glacier Drive
Martinez, California 94553

The study area is located along the southwest corner of Glacier Drive and Muir Road, just south of Highway 4, within the city limits of Martinez, Contra Costa County. It consists of approximately eight acres. The developed portion is relatively flat. A strip of undeveloped area is located along the western border of the site (under the high tension power lines).

Figure 1, Vicinity Map, shows the location of the site with respect to nearby communities and major roads. The site is approximately 3.5 miles southeast of the central business district of Martinez. Existing structures on the site include the Public Safety Buildings and the recycling facilities, the Edgar Transition Center and Golden Gate Community School (the later two are vacant), which are located at the northeast corner of the property. Commercial facilities (the Muir Senior Care Home and the DSA Meeting Hall) are located adjacent (off site) to the west. The proximity of the site to the Highway 680/Highway 4 interchange facilitates access for County workers. The site has several existing accesses off Glacier Drive and no access off Muir Road.

The surrounding areas to the south and east are generally characterized by a mix of low to moderate density residential development. Across Glacier Drive from the subject site, are the Public Works building and related facilities. These facilities are currently under construction to accommodate expansion. Residential development is located to the south separated by the Juvenile Hall facility which is located adjacent (to the south). Across Highway 4 are more residential neighborhoods (Figure 2).

History of the Site

Contra Costa County purchased properties on both sides of Glacier Drive during the 1960s. Subsequently, the Juvenile Hall, the Pride House, the Sheriff's Communications, and the County Office of Emergency Services facilities were developed on the parcel. The County developed a building for the Flood Control District on the parcel across the street (255 Glacier Drive) on the southern portion of the subject project site in 1970, and the remainder of that property was retained for future expansion of County operations. During the early 1970s the Flood Control District became a Division of the Public Works Department, and in 1987 all other Public Works Divisions were relocated from the County Administration Building in downtown Martinez.

In 1988 construction began on a one-story expansion of the Public Works building and the Sheriff's Patrol and Investigation building. The Sheriff's building located north of the Public Works building, along with associated parking and landscaping, was developed in the northern portion of the property across the street (on Glacier Drive). This division of the Sheriff's Department was relocated from the County Administration building, as a direct result of the decision to construct a Superior Court Annex (The Bray Building) in downtown Martinez.

Site Characteristics

The elevations on the property range from approximately <150 to >174 feet. The property is identified as Contra Costa County Assessor's Parcel Number 155-280-011. A 100-foot wide PG&E right-of-way is shown crossing the western border of the property.

Description of Existing Site Improvements

As shown in Figure 3, current uses on the site include a Contra Costa County Public Safety Building, the County's Grounds and Recycling Center, The Edgar Transition Center (vacant), the Golden Gate Community School (vacant) and to the south both the old Juvenile Hall facility and the newly constructed Juvenile Hall. The old Juvenile Hall and the new Juvenile Hall structures will not be disturbed by the Proposed Project.

5. Project Sponsors, Contacts And Address:

Barton Gilbert, Project Manager
Office of the Sheriff
651 Pine Street, 7th Floor
Martinez, CA 94549
(925) 383-5233

- 6. General Plan Designation:** G (Governmental) by the Martinez General Plan
PS by Contra Costa County General Plan
- 7. Zoning:** GF (Government Facilities) by the Martinez Zoning Code
- 8. Description of Project:**

Contra Costa County proposes the construction of a three-story Public Safety Command Center (PSCC). The improvements will be located on County-owned land adjacent to Highway 4 in Martinez. The approximately eight acre site is bounded by Glacier Drive to the east, Muir Road to the north, the County's Juvenile Hall facility to the south, and a commercial complex to the west. Current uses on the site include the Public Safety Building, the County's Grounds and Recycling Center, a private school and a parking lot for the old Juvenile Hall facility.

The new PSCC will house the County Emergency Operations Center and the Public Safety Building. This building is to be located along Muir Road with the public entrance oriented to the north. Visitors can park in designated parking spaces adjacent to the building and enter the facility through a landscaped plaza. Construction of the new structure will require the razing of the structures associated with the recycling center and the private school. The entire parking area's older planter areas, the majority of the area under the power lines, all temporary storage areas and the redwoods screening the property along Muir Drive will be removed (everything to the north of the old Juvenile Hall and to the west of the existing Public Safety building).

The PSCC will consist of approximately 84,000 gross square feet. The building will contain an approximately 180 seat lecture hall, a situation room to coordinate County response to emergencies, various departments of the Sheriff-Coroner, the Sheriff-Coroner's executive staff, locker rooms for building occupants and emergency personnel, conference and training rooms, and a dedicated space for food service.

The proposed parking improvements total 137 new spaces onsite, plus there are 340 existing spaces onsite, and 405 existing spaces across Glacier Drive for a total of 882 spaces.

There is approximately one acre of landscaping with redwood trees in the northern part of the property. Some of this landscaping will be lost due to construction and/or replaced with other landscaped areas.

General Plan/Zoning Designations

The property is under the jurisdiction of Contra Costa County (although it lies within the boundaries of the City of Martinez). The site is designated Government (G) in the Martinez General Plan. The site is zoned Government Facilities (GF) in the Martinez

Code. Adjacent properties are also designated GF County Juvenile Hall facilities (adjacent to the south). Properties to the west are designated commercial. The County designates these properties as Public/Semi-Public (PS) in the County General Plan.

Public Services

Public services and utilities would be provided by the agencies listed below; discussed in detail in subsequent sections of the Initial Study.

- Schools: Not applicable with the exception that there exists a day care facility for County employees on the County-owned site across the street (near the Public Works building).
- Fire and Emergency Service: Contra Costa Consolidated Fire District (CCCFD)
- Police Services: City of Martinez Police Department and the Contra Costa County Sheriff
- Water: City of Martinez, Contra Costa County Water District (CCCWD)
- Wastewater: Central Contra Costa Sanitary District (CCCSD)
- Recycling: Pleasant Hill Bayshore Disposal
- Parks and Recreation: City of Martinez
- Gas and Electricity: Pacific Gas and Electric (PG&E)

Onsite Parking

The off street parking improvements (after construction) will total approximately 882 spaces for the two public safety properties (on both sides of Glacier Drive) including the Public Works facility (on the east side of Glacier Drive).

Onsite Landscape Plans and Recreational Opportunities

Representatives of Contra Costa County and the Sheriff's Department have expressed the desire to create a campus environment with a strong civic presence. Their vision includes the use of drought tolerant plant materials characteristic of the local environment in order to implement a park-like setting.

Infrastructure

The existing drainage facilities onsite will need to be partially reconstructed to accommodate the expansion project. Storm drainage outfalls are to be dissipated in order to reduce erosion impacts. Best Management Practices (BMP) shall be implemented during construction operations and post-construction BMP will be developed per the National Point Discharge Elimination System (NPDES) general permit requirements (see Section VIII, Hydrology and Water Quality).

Functional Objectives

It is the County's intent to consolidate the units comprising the Sheriff's Administration Department and the Office of Emergency Services. The groups that comprise the Sheriff's Administration Department, the Office of Emergency Services and Forensics Laboratories are currently separated in various remote locations in downtown Martinez and elsewhere in Contra Costa County.

9. Other Public Agencies Whose Review of Approval is Required:

Responsible Agencies: A Responsible Agency is an agency other than the Lead Agency that has a legal responsibility for also carrying out or approving a project (CEQA Guidelines Sections 15096 and 15381). The following agencies are responsible agencies for this project:

- San Francisco Regional Water Quality Control Board (for water quality certification).
- Bay Area Air Quality Management District (for construction-related compliance).

Trustee Agencies: Trustee Agencies have jurisdiction over certain resources held in trust for the people of California but do not have a legal authority over approving or carrying out the project (Guidelines Section 15386). There are no trustee agencies for this project.

Agencies with Jurisdiction by Law: In addition to contacting all Responsible and Trustee Agencies, the Lead Agency must consult with, and seek comments from, every public agency that has jurisdiction by law with respect to the project; each city or county that borders on a city or county within which the project is located; and federal, state, and local agencies that exercise authority over resources that may be affected by the project (CEQA Guidelines Section 15086). In the case of this project, the following agencies are agencies with jurisdiction by law:

- The City of Martinez
- Central Costa County Consolidated Fire District

- Contra Costa Water District
- Central Costa County Sanitary District
- Caltrans
- CCTA
- Contra Costa County Flood Control and Water Quality Control District

10. Sources

In the process of preparing the checklist and conducting the evaluation, the following references (which are available for review at the Contra Costa County Community Development Department, 651 Pine Street, 2nd Floor North Wing, Martinez) were consulted:

1. *The Contra Costa County General Plan 2005 - 2020 (2005) (1a), General Plan Land Use Element map (revised as of December 1997) (1b), and Contra Costa County General Plan EIR (January 1991).*
2. *Martinez General Plan (amended as of January 1995).*
3. Field review, April, 2004 - June 2007.
4. *Geotechnical Report of the Public Safety Command Center, Martinez, California, TRC Lowney, December 22, 2006.*
5. *Initial Study Negative Declaration for the New Juvenile Hall, Martinez, California, Contra Costa County Community Development Department, September 28, 2000.*
6. *Draft Environmental Impact Report for Contra Costa County Administrative Center at Muir Road and Glacier Drive, Martinez, Contra Costa County Community Development Department, May 8, 1989.*
7. *Master Plan and Program Verification for Contra County Sheriff Public Safety Command Center. Cannon Design. November 1, 2002. Design Update, July, 2006.*
8. *Asbestos Report for 40 Glacier Drive, Martinez. Clayton Environmental Consultants. August 9, 2006.*
9. *Soil Survey of Contra Costa County, California (September 1977), Soil Conservation Service (now called the Natural Resources Conservation Service), U.S. Department of Agriculture (a portion of the Lodo Series, and Sheet 18).*

10. Bay Area Air Quality Management District (BAAQMD) *CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans* (April 1996).
11. Conversations with Russ Levitt, Central Contra Costa Sanitary District (11a); David Cutaia, Chief, Martinez Police Department (11b); Paul Andrews, Hazardous Materials Specialist, County Hazardous Materials Divisions (11c); Catherine Kutsuris, Contra Costa County Community Development Agency (11d); Richard Carpenter, Fire Marshall, Contra Costa County Fire Protection District (11e); Telma Moreira, Community Development Department, Contra Costa County (11f); Leigh Chavez, Contra Costa County Public Works (11g); Patricia McNamee, Contra Costa County Public Works (11h); Carrie Dovzak, Contra Costa County Public Works (11i); Alan Pellegrini, Water Superintendent, City of Martinez (11j); Mark Gaul, URS Group (11k).
12. *Preliminary Topography Summary and Proposed Project*. Leptien, Cronin, Cooper, Morris and Poore, Inc. March 2, 2007.
13. *Contra Costa County Sheriff Public Safety Command Center*. 100% Design Development. January 27, 2004.
14. *A Cultural Resource Survey for the Public Safety Command Center / Public Works Expansion, Martinez, Contra Costa County, California*. Tom Origer and Associates. September, 2006.
15. *Transportation and Parking Impacts for the Proposed Contra Costa County Public Safety Command Center and Public Works Expansion*. September 2004 and October 2006.
16. *Contra Costa County Public Safety Command Center Initial Study – Noise and Air Quality Sections. Martinez, California*. Illingworth and Rodkin. *Martinez, California*. September 22, 2004.
17. *Biological Resources Assessment for the Contra Costa Public Safety Facility, Muir Road at Glacier Drive, Martinez, California*. Environmental Collaborative. May 24, 2007.
18. Public Works Expansion, Initial Study - Mitigated Negative Declaration, January 19, 2006.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION

On the basis of the initial evaluation:

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

 Telma Moreira
 Project Planner
 Contra Costa County Community Development Department

 Date

ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the proposal:					
a.	Have a substantial adverse effect on scenic vista? (<i>Sources 1, 2, 3, 5 and 7</i>)				X
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (<i>Sources 1, 2, 3, 5 and 7</i>)				X
c.	Substantially degrade the existing visual character or quality of the site and its surroundings? (<i>Sources 1, 2, 3, 5 and 7</i>)		X		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (<i>Sources 1, 2, 3, 5 and 7</i>)		X		

Preface

The site is a large parcel with numerous governmental facilities. Across the subject parcel and Glacier Drive there are additional governmental offices. Highway 4 provides a barrier between the site and lands to the north. However, there are a few residences uphill across Highway 4 that will be able to see the new proposed three story PSCC development on the site. The commercial uses to the west (the senior center and the DSA Hall) will also have a limited view of the Proposed Project.

Impact I.a.: Scenic Vista. No Impact. The site is a mostly developed County office/facility complex, completely surrounded by similarly zoned (public facilities) or developed properties adjacent to the west are commercial facilities. There are no residential properties adjacent to the site. It is not within a scenic vista and therefore no impacts to scenic vistas will occur.

Mitigation Measure I.a.: None Required.

Impact I.b.: State Scenic Highways. No Impact. The site is visible from Highway 4; however, Highway 4 is not a scenic highway in this section of the highway.

Mitigation Measure I.b.: None Required.

Impact I.c.: Site Characteristics. Less Than Significant With Mitigation. Currently the site is visible from two public roads – Muir Road and Highway 4. Although the views into the site will be changed, the existing site lends itself to the proposed campus-type development. The proposed building will be in scale with the adjacent development.

The PSCC will be a three-story building of approximately 84,000 gross square feet that will replace a grouping of single story permanent and portable buildings, a school facility and a transition center, both of which are vacant. Parking will be distributed around the building and interconnected throughout the site with new parking areas constructed directly to the west and southeast of the building. The proposed massing of new development is consistent with adjacent buildings.

One acre of undeveloped area currently exists in the northwest corner of the site. This includes a stand of redwood, pine and deciduous trees that currently screen the site from Muir Road. High tension power lines exist along the western site boundary. It is anticipated that construction of the PSCC will necessitate removal of some, or all of these trees and will be replaced with landscaped areas. However, without the existing vegetative landscaping, the site would be highly visible, a potentially significant impact unless mitigated.

Mitigation Measure I.c.: *A Landscape Plan shall be prepared that identifies all of the features such that the north side of the site fronting Muir Road is relandscaped and shade trees incorporated in the parking lots. Once this vegetation matures, it will effectively screen the bulk of the new building from Muir Road.*

Along Muir Road, the Landscape Plan shall identify conifers, deciduous and evergreen trees that provide a minimum of 50% year-round screening of the building facade when mature.

Impact 1.d.: Light and Glare. Less Than Significant With Mitigation. Construction of the PSCC building will affect the amount of light and glare emanating from the site. The third story of the PSCC would have a significant amount of glazing that will create a lantern-effect for the building. Depending upon the interior lighting scheme, this could be an attractive feature within the campus-like environment. Solar panels are proposed for the roof of the PSCC, which may create the possibility of daytime glare depending upon the design and configuration of the panels.

Mitigation Measure 1.d.: *The Landscape Plan shall ensure that any outdoor lighting associated with the proposed development be designed and located to minimize ambient light levels for any given application, consistent with public safety standards. Lighting shall be placed in areas of pedestrian activity and at building entrances, and shall be minimized elsewhere so as not to reflect onto adjacent properties. Ornamental, pedestrian scale lighting fixtures shall be*

utilized to the degree possible. Lighting fixtures shall be designed to minimize glare and the direct view of light sources. No lighting shall blink, flash or be of unusually high intensity or brightness. Solar panels located on the roof of the PSCC building (or any other building) shall either lie flat on the roof or the panels themselves shall be made of non-reflective materials.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURAL RESOURCES -					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural and farmland. Would the project:					
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use? (Source 1)				X
b.	Conflict with existing zoning for Agricultural use or a Williamson Act contract. (Sources 1, 6)				X
c.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, non-agricultural use? (Source 1, 6)				X

Impact II.a., b. and c.: Agricultural Resources. No Impact. According to the Contra Costa County General Plan (2005), the land having (a) prime agricultural soils and (b) the greatest potential for agricultural productivity in the County is for the most part designated as Agricultural Core. None of the project site is comprised of lands designated as Agricultural Core. The only area of undeveloped soil is the approximately five acres at the southeastern corner. The soils are Sobrante formation (a moderately weathered rock with a thin soil cover). This is not a prime, unique or other soil mapped by the Farmland Mapping and Monitoring Program. Development will neither conflict with any agricultural uses, or result in the potential conversion of prime soils. The site is neither zoned as agricultural or under a Williamson Act contract. Furthermore, the site is completely surrounded by residential uses and County facilities. Therefore, no impacts to agricultural resources have been identified.

Mitigation Measures II.a., b. and c.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY - Where available, the significant criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a.	Conflict with or obstruct implementation of the applicable air quality plan? (<i>Sources 10, 16</i>)				X
b.	Violate any air quality standard or contribute to an existing or projected air quality violation? (<i>Sources 10, 16</i>)			X	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (<i>Sources 10, 16</i>)			X	
d.	Expose sensitive receptors to substantial pollutant concentrations? (<i>Sources 8, 10, 16</i>)		X		
e.	Create objectionable odors affecting a substantial number of people? (<i>Source 16</i>)				X

Impact III.a.: Consistency with Air Plans. No Impact. The Bay Area Air Quality Management District (BAAQMD) is the regional agency responsible for overseeing compliance with State and Federal laws, regulations and programs within the San Francisco Bay Area Air Basin. The BAAQMD has prepared and/or implements specific plans to meet the applicable laws, regulations and programs. Among them are the Carbon Monoxide Maintenance Plan (1994), Bay Area Clean Air Plan (2000), and the 2001 Ozone Attainment Plan (currently under review for approval by EPA). The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts.

In formulating compliance strategies, the BAAQMD relies on planned land uses established by local general plans. When a project proposes to change planned uses by requesting a general plan amendment (GPA), the project may depart from the assumptions used to formulate BAAQMD in such a way that the cumulative result of incremental changes may hamper or prevent the BAAQMD from achieving its goals. This is because land use patterns influence transportation needs, and motor vehicles

are the primary source of air pollution. Projects proposed in jurisdictions with general plans that are consistent with the BAAQMD's Clean Air Plan and projects which conform with those general plans would not have significant cumulative impacts.

The project would not change county or city population or vehicle projections and would not interfere with implementation of transportation control measures.

Mitigation Measure III.a.: None Required.

Impact III.b.: Air Quality Standards. Less Than Significant. Carbon monoxide is an air pollutant that is directly emitted from combustion sources (e.g., automobiles) that concentrations can be modeled and compared with ambient air quality standards. The project would result in a net increase of about 1,000 new vehicle trips per day. The combination of indirect (e.g., mostly motor vehicle) and stationary or point sources of air pollution associated with the project would emit less than 550 pounds of carbon monoxide per day. A project such as this is considered by the BAAQMD to have a less than significant impact on carbon monoxide concentrations because it would (1) result in daily carbon monoxide emissions of less than 550 pounds, (2) traffic impacts would not be substantial at intersections operating at Level of Service D, E, or F now and in the future, and (3) traffic on nearby arterial roadways would increase by less than 10%. Since the project meets these criteria, dispersion modeling is not necessary to identify that impacts on offsite sensitive receptors are less than significant.

Mitigation Measure III.b.: None Required.

Impact III.c.: Cumulative Contribution. Less Than Significant. The Bay Area is considered a non-attainment area for ground-level ozone under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for respirable particulates or particulate matter with a diameter of less than 10 micrometers (PM₁₀) under the California Clean Air Act, but not the Federal Act. The area has attained both State and Federal ambient air quality standards for carbon monoxide. The area is considered to be in attainment for all other regulated air pollutants (i.e., nitrogen dioxide, sulfur dioxide and lead). Attainment means the region normally does not violate air quality standards. To attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for air pollutants. These thresholds are for ozone precursors (reactive organic gases and nitrogen oxides) and PM₁₀. The District is considered to have attained carbon monoxide standards.

The project would add traffic, which would lead to emissions of air pollutants. Emissions of air pollutants were predicted using the URBEMIS2002 model (Version 7.5), distributed by the California Air Resources Board. This model predicts daily emissions associated with land use developments. The model combines predicted daily traffic activity, associated with the different land use types, with emission factors from the State's mobile emission factor model (i.e., EMFAC2002). Traffic generation statistics provided by the traffic engineer have been utilized. While the model does make daily traffic generation estimates based on selected land uses, these estimates

are probably higher than anticipated, so they represent a worst-case scenario. The model also predicts area source emissions, which are minor compared to emissions associated with traffic. Daily emissions predicted with full build out of the project show that the project will not have a significant impact to certain pollutants (see Table III-1).

**TABLE III-1
 DAILY EMISSIONS**

Scenario	Modeled Daily Emissions in Pounds Per Day (lbs/day)			
	Reactive Organic Gases (ROG)	Nitrogen Oxides (NOx)	Carbon Monoxide (CO)	Respirable Particulates (PM ₁₀)
Area sources	<1	2	2	<1
Traffic sources	7	7	74	7
Total	8	9	76	7
<i>BAAQMD Thresholds</i>	<i>80</i>	<i>80</i>	<i>550*</i>	<i>80</i>

* For stationary sources only

Build out of the project would result in the construction or modification of stationary air pollutant sources that are not accurately accounted for in the URBEMIS2002 modeling. Specific information regarding these sources is not available at this time. Such sources could include combustion emissions from boilers used for heating and cooling, standby emergency generators, and laboratory facilities. Depending on the size of these sources, they may be subject to BAAQMD permit requirements. These sources would result in minor emissions, compared to those from traffic generation reported above. Sources of air pollutant emissions complying with all applicable BAAQMD regulations generally will not be considered to have a significant air quality impact. Stationary sources are exempt from BAAQMD permit requirements because they fall below emission thresholds for permitting and therefore would not be considered to have a significant air quality impact.

All pollutants associated with the project would be below the significance thresholds established by the BAAQMD. As a result, the project would have a less-than-significant impact on regional air quality.

Mitigation Measure III.c.: None Required.

Impact III.d.1: Sensitive Receptors - Construction Related. Less Than Significant With Mitigation. During demolition, grading and construction activities, dust would be generated. Most of the dust would result during grading activities. The amount of dust generated would be highly variable and is dependent on the size of the area disturbed, amount of activity, soil conditions and meteorological conditions. Typical winds during

late spring through summer are from the west-northwest. Nearby residences could be adversely affected by dust generated during construction activities.

The Phase 1 prepared for the project identifies the potential for asbestos and lead paint. This material, if not properly handled, could result in the release of toxic materials.

Although grading and construction activities would be temporary, they would have the potential to cause both nuisance and health air quality impacts. PM₁₀ is the pollutant of greatest concern associated with dust. If uncontrolled, PM₁₀ levels downwind of actively disturbed areas could possibly exceed State standards. In addition, dust fall on adjacent properties could be a nuisance. If uncontrolled, dust generated by demolition, grading and construction activities represents a potentially significant impact unless mitigated.

Mitigation Measure III.d.1: Include measures to control dust emissions.

Implementation of the measures recommended by the BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less than significant level:

1. *Water all active construction areas at least twice daily and more often during windy periods. Active areas adjacent to residences should be kept damp at all times.*
2. *Cover all hauling trucks or maintain at least two feet of freeboard. Dust-proof chutes shall be used as appropriate to load debris onto trucks during demolition.*
3. *Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas.*
4. *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas and sweep streets daily (with water sweepers) if visible soil material is deposited onto the adjacent roads.*
5. *Apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more).*
6. *Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles.*
7. *Limit traffic speeds on any unpaved roads to 15 mph.*
8. *Replant vegetation in disturbed areas as quickly as possible.*
9. *Suspend construction activities that cause visible dust plumes to extend beyond the construction site.*

10. *Limit the area subject to excavation, grading and other construction activity at any one time.*
11. *During renovation and demolition activities, removal or disturbance of any materials containing asbestos, lead paint or other hazardous pollutants will be conducted in accordance with BAAQMD rules and regulations and the recommendations of the Asbestos Report (Source #8).*

Impact III.d.2.: Sensitive Regulators - Construction-Related Truck Traffic. Less Than Significant With Mitigation. Exhaust from construction equipment and associated heavy-duty truck traffic emits diesel particulate matter, which is a known Toxic Air Contaminant. The BAAQMD has not developed any procedures or guidelines for identifying these impacts from temporary construction activities where emissions are transient. They are typically evaluated for stationary sources (e.g., large compression ignition engines such as generators) in health risk assessments that evaluate lifetime exposures (i.e., 24 hours per day over 70 years). Although temporary, diesel exhaust from construction equipment pose both a health and nuisance impact to nearby receptors. These construction activities are expected to occur during a relatively short time but are considered potentially significant unless mitigated.

Mitigation Measure III.d.2.: *Include measures to reduce diesel particulate matter exhaust from construction equipment.*

1. *Opacity is an indicator of exhaust particulate emissions from off-road diesel powered equipment. The project shall ensure that emissions from all construction diesel powered equipment used on the project site do not exceed 40 percent opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately.*
2. *The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).*
3. *Diesel equipment standing idle for more than two minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate, or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite and away from residences.*
4. *Properly tune and maintain equipment for low emissions.*
5. *The County shall designate a Disturbance Coordinator responsible for ensuring that mitigation measures to reduce air quality impacts to nearby residences from construction are properly implemented. The Disturbance Coordinator shall be responsible for notifying adjacent land uses of construction activities and schedule, and shall provide a written list of the*

aforementioned dust control measures. The list shall identify a contact person that will respond to any complaints. A log shall be kept of all complaints and the actions taken to remedy any valid complaint as well as the response period.

Impact III.e.: Odors. No Impact. The project is not expected to be a source of objectionable odors that would affect the general public.

***Mitigation Measure III.e.:* None Required.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES –					
Would the project:					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and game or U.S. Fish and Wildlife Service? <i>(Sources 6, 8, 17)</i>		X		
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? <i>(Sources 6, 8, 17)</i>				X
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? <i>(Sources 6,17)</i>				X
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? <i>(Sources 6, 17)</i>			X	
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? <i>(Sources 1, 6, 17)</i>		X		
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? <i>(Sources 1, 6, 17)</i>				X

A Biological Resources Assessment was prepared for the original site prepared by Jim Martin of Environmental Collaborative. This report is available for review at the Contra Costa County Community Development Department, and provides information on the vegetation and wildlife resources in the area, potential for occurrence of special-status species in the vicinity, and occurrence of jurisdictional wetlands on the original site. Supplemental field surveys of the alternative site were conducted by Mr. Martin on November 22, 2006 and March 20, 2007 to determine vegetation and wildlife habitat, and potential for occurrence of any sensitive resources.

Impact IV.a.: Special Status Species. Less Than Significant With Mitigation.

Potentially suitable habitat for special-status species is generally absent on the alternative site. This includes absence of suitable habitat for any listed species, such as the federally-threatened California red-legged frog which is known to be in Central Contra Costa County. The site has been extensively graded and developed in the past, and no supports structures, parking lot, and non-native landscaping. Past development has eliminated the potential for occurrence of any special-status plant species from the site. There is, however, a remote possibility that loggerhead shrike and raptors may establish nests in the trees and larger shrubs on portions of the site, although no evidence of any nesting activity was observed during the field surveys and the extent of human activity limits the likelihood of any nesting. Preconstruction surveys for nesting raptors and loggerhead shrike would be necessary to confirm absence of any new nests if construction is to be initiated during the nesting season (March through August).

The following measure is recommended to mitigate potential impacts on special-status species to less-than-significant levels:

Mitigation Measure IV.a.: *Pre-construction nesting surveys for loggerhead shrike and raptors should be conducted if initial grading for the project is to be conducted during the months of March through April. The surveys should be conducted by a qualified biologist no more than 30 days prior to initiation of grading or tree removal. If any of these species are found within the construction area after April of the construction year, grading and construction in the area should either stop or continue only after the nests are protected by an adequate setback approved by a qualified biologist. If permanent avoidance of nests is not feasible, impacts on kite, shrike, and raptor nests should be minimized by avoiding disturbances to the nest location during the nesting season unless a qualified biologist verifies that the birds have either a) not begun egg-laying and incubation, or b) that the juveniles from those nests are foraging independently and capable of independent survival at an earlier date.*

Impact IV.b.: Sensitive Natural Communities. No Impact. Sensitive natural community types (as defined by CDFG or the USFWS) are absent on the alternative site. Existing vegetative cover is limited to landscape plantings, and ruderal (weedy) vegetation along the margins of poorly maintained parking areas. With the exception of a native valley oak (*Quercus lobata*) located at the southwestern corner of the existing PSCC building, tree species on the site are all planted and are not native to the site. These include redwood (*Sequoia sempervirens*), sweet gum (*Liquidambar*

styraciflua), elm (*Ulmus* sp.), eucalyptus (*Eucalyptus* spp.), Deodar cedar (*Cedrus deodara*), and pines (*Pinus* spp.). There are no riparian woodlands, freshwater marsh, or native grassland habitats on the site. The native valley oak is a specimen-sized tree with twin trunk diameters of approximately 36 and 24 inches. These and other mature trees are protected under the County's Tree Protection and Preservation Ordinance, as discussed below under Impact IV.e. However, these trees do not comprise a native sensitive natural community type. No impacts are therefore anticipated and no mitigation is required.

Mitigation Measure IV.b.: None Required.

Impact IV.c.: Natural Communities. Less Than Significant. No indications of potential wetlands or unvegetated other waters of the United States were detected during the supplemental field surveys and no jurisdictional wetlands occur on the site. No impacts are therefore anticipated and no mitigation is required.

Mitigation Measure IV.c.: None Required.

Impact IV.d.: Wetlands. Less Than Significant. The proposed project is not expected to interfere substantially with the movement of wildlife, impede use of any wildlife nurseries, or result in a substantial loss of wildlife habitat. No fishery resources or important nursery areas would be affected, and preconstruction surveys recommended above would serve to avoid possible nesting bird species. Areas of existing parking, ornamental landscaping, and ruderal grassland would be replaced with the new structure, impervious surfaces and landscape improvements. Smaller resident mammals and reptiles may be eliminated from areas encompassed by proposed grading. Landscaping, improvements and the mature valley oak near the PSCC building would be retained, and there is a possibility that scattered mature trees on the western perimeter of the site and elsewhere could be preserved. New landscape plantings, including trees, shrubs, and groundcovers, would eventually provide replacement habitat to the common wildlife currently utilizing the area. The potential impacts on wildlife habitat and movement opportunities would be less than significant.

Mitigation Measure IV.d.: None Required.

Impact IV.e.: Ordinances. Less Than Significant With Mitigation. The proposed project would generally conform with relevant policies in the Contra Costa County General Plan. The mature valley oak near the PSCC building would be preserved, avoiding the only native tree and remnant native vegetation on the entire site. No sensitive resources such as wetlands or occurrences of special-status species would be affected by proposed development on the alternative site.

An estimated 97 planted trees of varying trunk diameter would be removed to accommodate the proposed building, parking, and landscape improvements. Tree trunk locations and trunk diameters were estimated as part of the topographic surveys

of the site prepared in January of 2007. These consist primarily of non-native tree species, but include planted redwoods. Although not indigenous to this part of Contra Costa County, the redwoods are a regulated tree under the County's Tree Protection and Preservation Ordinance (Chapter 816-6) of the zoning code. The ordinance defines a "protected tree" as any of the identified native species with a trunk circumference of 20 inches (approximately 6.5 inches in diameter) or more when part of a stand of four or more trees or adjacent to or part of a riparian, foothill woodland, or oak savanna area. The site is not part of a riparian, foothill woodland, or oak savanna, but does contain a high number of redwoods, a total of 29 which would meet the minimum trunk size specified in the ordinance. The redwood tree trunks vary in diameter from 8 to 28 inches. There are no specific plans to preserve any of the redwoods on the site, although it appears that up to seven redwoods along Muir Road could possibly be retained with minor adjustments to curb parking lot improvements. The ordinance does not specify any replacement ratio when tree removal is unavoidable.

No Landscape Plan has been prepared for the proposed project at the site, but it would include plantings of trees, shrubs, and groundcovers. This will presumably include redwood, given its success as a landscape species at this location already and its relatively rapid growth. If appropriately designed, replacement plantings of redwood and other native trees could be provided on the site to ensure compliance with the intent of the Tree Protection and Preservation Ordinance.

Mitigation Measure IV.e.1.: *The mature valley oak near the PSCC building and redwoods along the Muir Road frontage should be preserved and protected to the maximum extent possible based on the review and recommendation of a certified arborist. It may be possible to retain an estimated seven redwoods along the John Muir Road frontage with minor adjustments to the proposed Site Plan and limitations on grading in the vicinity of these trees. The limits of grading should be adjusted accordingly to minimize disturbance within the driplines of trees to be preserved to maximum extent feasible, based on the recommendations of the certified arborist. All trees to be retained should be clearly flagged and fenced with orange-construction fencing prior to any grading or site preparation. Detailed guidelines should be prepared and implemented to control possible damage to trees, including construction related impacts and long-term affects due to changes in drainage or irrigation. The following standards, incorporated into the Landscape Plan, shall contain the preservation guidelines and include the following:*

- *Grade changes within the tree dripline should be minimized, with any encroachment within the tree dripline reviewed and overseen by the certified arborist.*
- *Temporary fencing should be required along the outermost edge of the dripline of each tree or group of trees in the vicinity of grading to avoid compaction of the root zone and mechanical damage to trunks and limbs. Fences shall be installed prior to any activity and shall remain in place until construction disturbance is complete.*

- *Trenching should be avoided within the tree dripline, with any required utility line or retaining wall foundation within the dripline installed by boring or drilling through the soil and overseen by the certified arborist.*
- *Guidelines should be implemented to ensure long-term preservation of trees, maintaining appropriate soil moisture and mulch cover, protecting the root region, trunk and tree crown, and limiting landscape plantings within the tree dripline. Landscape irrigation within the tree dripline should be minimized, prohibiting turf or any landscaping with high water requirements and limiting permanent irrigation improvements to bubbler, drip, or subterranean systems. Fences shall be installed.*
- *Monitoring should be provided by a certified arborist during all phases of project refinement and construction to ensure adverse impacts to trees to be retained are minimized and any necessary corrective measures are taken to repair possible damage. The arborist shall be responsible for supervising any required trimming, clearance pruning, installation of protective fencing, mulching, root and trunk preservation, and incursions within root protection zones.*

Mitigation Measure IV.e.2.: *A Landscape Plan should be prepared which provides for replacement plantings of redwood and other landscape species, and serves to provide compliance with the County's Tree Protection and Preservation Ordinance. Details of the Plan shall provide for the following.*

- *Avoidance measures developed by the certified arborist under **Mitigation Measure IV.e.1** shall be specified in the Plan to protect the tree trunk and western root zone to the mature valley oak at the southwestern corner of the PSCC building. Grading on the slope to the west of this tree shall be prohibited within 40 feet of the tree trunk, and temporary orange construction fencing installed around the perimeter of the setback zone. All construction equipment should be restricted from this zone, and the fencing should remain in place for the duration of construction.*
- *Avoidance measures developed by the certified arborist under **Mitigation Measure IV.e.1** shall be specified in the Plan to protect any redwoods to be preserved along the Muir Road frontage of the site.*
- *Use of native, and non-invasive, drought tolerant species shall be emphasized in the landscape plantings for the Plan. Suitable species for use in the Landscape Plan include: valley oak, coast live oak (Quercus agrifolia), California buckeye (Aesculus californica), black oak (Quercus kelloggii), toyon (Heteromeles arbutifolia), coffeeberry (Rhamnus californica), and wild lilac (Ceanothus sp.), among others. Use of non-native invasive species such as acacia, eucalyptus, cottoneaster, periwinkle, ivy, and broom should be prohibited.*

- *Provisions for maintenance of landscaping shall be specified as part of the Plan, with replacement plantings and reseeding provided as necessary to ensure re-establishment of vegetative cover.*

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

Mitigation Measure IV.f.: *None Required.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:					
a.	Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5? (Source 14)				X
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Source 14)		X		
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Sources 4, 14)				X
d.	Disturb any human remains, including those interred outside of formal cemeteries? (Source 14)		X		

Preface

The California Historical Resources Information System (Northwest Information Center at Sonoma State University) reviewed records and literature for the project site. At the time of Euroamerican contact the Bay Miwok or Saclan occupied the eastern portions of Contra Costa County extending from Walnut Creek eastward. Native American archaeological sites in this portion of the County tend to be situated on alluvial flats and terraces near sources of freshwater such as creeks. The project site is on a broad saddle between headwaters of two ephemeral creeks. Given this setting, there is a moderate potential for Native American sites in the project area. Review of historical literature and maps give no indication of any documented cultural resources; however, the NWIC did require an onsite survey.

Impact V.a.: Historic Resources. No Impact. Tom Origer and Associates completed a literature search and surveyed the project site. The literature search and site survey did not identify any historic, prehistoric or cultural resources on the site. The report is available for review at the Contra Costa County Community Development Department.

Mitigation Measures V.a.: None Required.

Impact V.b. and d.: Subsurface Cultural Resources. Less Than Significant With Mitigation. Subsurface resources could be found during construction. The recommended mitigation measures identified below shall be implemented as a condition of approval.

Mitigation Measure V.b. and d.: *If subsurface concentrations of historic archaeological materials are encountered during any phase of construction, all land-disturbing work in the immediate vicinity (approximately 100 feet) of the finds shall cease until a qualified historical archaeologist identifies and evaluates the find for its significance to local or regional history and offers recommendations that provide for the protection and preservation of the significant finds.*

Impact V.c.: Paleontological. No Impact. The site is not identified in the Contra Costa County General Plan as having the potential for paleontological resources of unique geologic features. This finding is consistent with the findings of the Geotechnical Report prepared for the site.

Mitigation Measure V.c.: *None Required.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death, involving: <i>(Sources 4, 6)</i>				
i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area, or based on other substantial evidence of a known fault? Refer to the Division of Mines and Geology Special Publication 42. <i>(Sources 4, 6)</i>			X	
ii.	Strong seismic ground shaking? <i>(Sources 4, 6)</i>			X	
iii.	Seismic-related ground failure, including liquefactions? <i>(Sources 4, 6)</i>			X	
iv.	Landslides? <i>(Sources 4, 6)</i>			X	
b.	Result in substantial soil erosion or the loss of topsoil? <i>(Sources 4, 6)</i>		X		
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? <i>(Sources 4, 6)</i>		X		
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creative substantial risks to life or property? <i>(Sources 4, 6)</i>		X		
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste disposal systems where sewers are not available for the disposal of waste water? <i>(Sources 4, 6)</i>				X

Preface

The project site is not within an Alquist-Priolo Special Study Zone.

A geotechnical investigation was prepared for the Proposed Project by TRC Lownry and Associates. The site is located in the seismically active San Francisco Bay Area. A Geotechnical Peer Review has been prepared for the site, available for review at Contra Costa County Community Development Department. The findings of both reports are summarized below.

Three major faults, San Andreas, Hayward and Calaveras are mapped in this region. The Hayward fault and its continuation, the Rogers Creek Fault, are located within 18 km of the site and are classified as Class A in UBC (1997). The San Andreas and the Calaveras faults are about 50 km and 18 km to the site respectively.

The project site is not known to be underlain by any active or potentially active faults, therefore surface rupture is not considered to be a significant impact. Faulting has been mapped in the area, but these faults are not considered capable of producing ground shaking of any consequence.

A final Geotechnical Evaluation has been prepared for the site, available for review at the Contra Costa County Community Development Department.

Impact VI.a.1. and 2.: Rupture. Less Than Significant. An earthquake originating along nearby active faults could result in seismic ground shaking which could create damage to the buildings proposed on the project site. According to the Contra Costa County General Plan in regard to estimated seismic ground response, the project site is in the “lowest damage susceptibility zone.” This means that sound structures sited on bedrock typically perform satisfactorily if foundation materials and critical slopes are stable. The buildings would be designed to meet the most current UBC and other criteria identified in the Geotechnical Evaluation. Furthermore, according to the Contra Costa General Plan *Figure 10-6*, the project site does not have any geological (landslides) hazards. As no hills are located around the proposed project, no risk of landslides would occur. This is a less than significant impact.

Mitigation Measure VI.a.i.: None Required.

Impact VI.a.3.: Ground Shaking and Liquefaction. Less Than Significant Impact. The site is in the “generally low” category as noted in the Safety Element of the General Plan. The General Plan includes a number of policies indicating that at-risk areas require evaluation of liquefaction potential and effective mitigation of the hazard posed to new development. Evaluation of liquefaction potential is normally not required for sites classified “generally low.”

Mitigation Measure VI.a.3i.: None Required.

Impact VI.a.4.: Landslide Hazards. Less Than Significant Impact. Based upon U.S. Geologic Survey photointerpretative maps of landslide and other surficial deposits, the site and vicinity indicate the project site is underlain by bedrock at shallow depth. Because of the relatively level slope of the ground, the risk of landslide damage is considered nil.

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

Impact VI.b.: Erosion. Less Than Significant With Mitigation. Earthmoving for site preparation would remove existing vegetation growing on a portion of the site. The exposed ground surface then is susceptible to erosion by wind and water until protected by temporary erosion control materials, planted with landscaping, or covered by impervious surfaces. Waterborne material would contribute to downstream sedimentation and deterioration of water quality. Implementation of the Proposed Project would result in land disturbance of approximately two previously undisturbed acres.

The San Francisco Regional Water Quality Board (SFRWQCB) has jurisdiction over discharges affecting water quality. The RWQCB administers the National Pollutant Discharge Elimination System (NPDES) stormwater permitting program under the authority of the U.S. Environmental Protection Agency. Construction activities of one acre or more must be covered under the State NPDES General Permit for Discharge of Storm Water Associates with Construction Activity (General Permit). This is accomplished by the filing of a Notice of Intent with the State Water Resources Control Board, Division of Water Quality.

In addition, a Stormwater Pollution Prevention Plan (SWPPP), which is used to guide erosion control and water quality maintenance measures during and after project construction, must be prepared for the proposed project. The SWPPP includes Best Management Practices (BMP) selected to fit the specific project area and the nature of the construction activities. Available BMP are described in the California Storm Water Best Management Practice Handbook (available for review at the SFRWQCB). Water quality monitoring under the NPDES permit continues until the project is completed and ongoing water quality protection measures are deemed functional. At such time, a Notice Termination is submitted to the RWQCB to indicate project completion.

Mitigation Measure VI.b.: *As part of the SWPPP, the County's construction contracts shall include erosion control measures that consist of, but not be limited to, constructing such facilities and taking such measures as are necessary to prevent, control, and abate water, mud, and erosion damage to public and private property as a result of the construction of this project, including the stockpiling of excavated material. Temporary erosion control measures include, but are not limited, to the following:*

- *The Contractor shall conduct operations in such a manner that stormwater runoff will be contained within the Project or channeled into the stormwater drain system which serves the runoff area. Stormwater runoff shall have silt and mud removed prior to being released in a storm drainage system.*

- *Temporary drainage structures and other devices shall be provided to channel stormwater runoff water into the respective permanent storm drainage systems during construction. Mud and silt shall be settled out of the stormwater runoff before said runoff enters the stormwater drainage system.*
- *Embankment, graded, and excavation areas shall be protected from erosion and the resulting siltation of downstream facilities and adjacent areas by use of temporary erosion control measures.*

Implementation of these measures would reduce the project's potential short-term erosion impacts to a less than significant level.

Impact VI.c.: Unstable Geology. Less Than Significant With Mitigation. The site is underlain by expansive soil and up to 5½ feet of undocumented fill (i.e., fill that may not be suitable for support of the proposed improvements). Bedrock was encountered in the borings of depths of 1 to 7 feet below the existing ground surface. TRC Lowney also indicates that demolition must be monitored to remove former building foundations, pavement and underground utilities, along with existing fills. TRC Lowney concludes the native clays on the site are moderately to highly expansive. The report concludes that these soil conditions have the potential to impact the long-term performance of slabs-on-grade and shallow foundations, and require specific foundation and drainage measures to control damage potential. (The design recommendations of TRC Lowney call for positive drainage away from buildings as well as limiting landscaping watering.) The TRC Lowney report provides specific criteria n standards for site grading, drainage and foundation design. The recommendations address earthwork, including surface drainage, landscape consideration and construction observation; foundations, including building code seismic design coefficients, footings, lateral load, slabs-on-grade, and moisture protection considerations; and both pavement design and exterior concrete flatwork.

Mitigation Measure VI.c.: *An exploratory trench shall be excavated and logged by an engineering geologist to confirm/refine TRC Lowney's preliminary conclusion regarding foundation conditions. The trench shall avoid the foundation area of the proposed building and shall be oriented either east-west of N45°E and "shadow" the building site. The geologist shall log the details of exposed features and conditions of the bedrock: not be diagrammatic or generalized. The data provide shall include mapping of a) bedding, b) jointing, c) weathering and identification of d) stratigraphic units. Any materials considered to be potentially highly expansive or corrosive shall be tested. Based on the exposed conditions, the geologist shall comment on any special foundation conditions that would/could impact the geotechnical recommendations.*

Impact VI.d.: Expansive Soils. Less Than Significant With Mitigation. Some of the clay soils encountered during drilling are of moderately high plasticity suggesting that the site soils should be considered to be moderately expansive.

Mitigation Measure VI.d.: *The project shall comply with the recommendations contained in the Geotechnical Report relating to expansive soils and the recommendations of the County Geologist, if deemed necessary.*

Impact VI.e.: Septic Suitability. No Impact. As noted below in the discussion of Public Services (see Checklist Item XVI.a.), the project would be connected to the Contra Costa Sanitary District to convey wastewater for treatment and disposal. Therefore no impact is associated with the suitability of site soils relating to septic disposal.

Mitigation Measure VI.e.: *None Required.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources 1, 6, 11, 11k and 12)			X	
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources 1, 6, 8, 11, 11k and 12)		X		
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Sources 1, 6, 11, 11k and 12)				X
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 56862.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources 1, 6, 11a, 11k)				X
e.	For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h.	Expose people or structures to a significant risk of loss, injury or				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

Preface

Hazardous materials are substances which can harm people or the environment. These materials can impair human health if contacted, ingested, or inhaled. Contacts which expose people and wildlife to harm occur when such substances are encountered in soil, groundwater, surface water, or air, or when operations associated with specific land uses are deemed hazardous processes. Such processes are classified as hazardous because of materials they use or because of the potential for fires or explosions to occur at the facilities.

Construction of the project including landscaping and new driveway accesses along Muir Road, as well as in certain areas within the site, will necessitate grading in proximity of, or over, petroleum and gas pipelines.

Construction will also require that numerous buildings be razed. These include at least four portable and non-portable structures at 222 and 222A Glacier Drive (the Golden Gate Community School and Edgar Transition Center, respectively), and three permanent/semi-permanent structures and numerous semi-permanent structures at 220 Glacier Drive, the recycling and sorting facilities.

Impact VII.a.1.: Transport Hazardous Materials. Less Than Significant Impact.

Operation of the Proposed Project would not use the amounts of hazardous substances that would be considered hazardous. The PSCC would include facilities that would house small amounts of materials considered hazardous. Due to the small amounts of such materials and existing regulations which govern the use and handling of such materials, no significant impact would occur.

Some asbestos would be removed during building demolition. However, standard construction practices and procedures included in the asbestos report will ensure that no impacts or releases occur.

***Mitigation Measure VII.a.1.:* None Required.**

Impact VII.b.1: Upset. No Impact. Hazardous materials that could create significant environmental impacts would not be present on or transported to and from the

Proposed Project. Operation of the facilities would not be expected to release such material either accidentally or in an emergency.

Impact VII.b.2.: Release of Toxic Materials. Less Than Significant With Mitigation. Both asbestos and lead paint occur in the structures to be razed. Construction, if not properly conducted, will result in the release of toxic materials.

Mitigation Measures VII.b.2.: See Mitigation Measures III.d.1. #11.

Impact VII.b.3.: Risk of Explosion. Less Than Significant With Mitigation. Fuel lines are located adjacent to the site along Muir Road and within the site. Absenting a grading plan, it is unclear as to their proximity of proposed grading and excavation. Risk of explosion shall be avoided with the following mitigation measures:

Mitigation Measure VII.b.3.: Any excavation/improvements to be done on the road along Muir Road that will be within five feet of the identified active pipeline shall be hand excavated.

The applicant shall be responsible to hire a designated monitor to monitor all excavation within five feet of existing pipeline. The monitor shall check the excavation at all times and shall have the authority to halt excavation if existing pipeline is threatened.

As an alternative to hand excavation, a grading plan shall be submitted that shows the exact location depth and type of fuel lines and the exact limits of grading along with specific measures that ensure there is no risk of upset. This plan shall be reviewed and approved prior to issuance of a building permit.

Impact VII.c.: Proximity to Schools. No Impact. The Day Care Center and other educational facilities are located in close proximity to the Proposed Project (at the Juvenile Hall). However, as explained above, no acutely hazardous materials, substances or wastes would be emitted from the Proposed Project.

Mitigation Measure VII.c.: None Required.

Impact VII.d.: Hazardous Materials Sites. No Impact. Review of the State Department of Toxic Substances Control Hazardous Waste and Substances Site list compiled under Government Code Section 65962.5 (otherwise known as the Cortese list) and conversations with representatives from the County Hazardous Materials Division, indicate that the site contains no hazardous materials with the exception of diesel storage (for the emergency generators). These facilities are relatively modern and are therefore not considered by Contra Costa County's Hazardous Materials Division as a posing a significant hazard to the public on the environment.

Mitigation Measure VII.d.: None Required.

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

***Mitigation Measure VII.e. and f.:* None Required.**

Impact VII.g. and h.: Emergency Evacuation or Wildland Fires. No Impact. The site will not interfere with any emergency evacuation plans nor is it near any wildland area that would be subject to fires, therefore, no impact is expected.

***Mitigation Measure VII.g. and h.:* None Required.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY – Would the project:					
a.	Violate any water quality standards or waste discharge requirements? <i>(Sources 1, 6, 11i)</i>		X		
b.	Substantially deplete groundwater supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? <i>(Sources 1, 6, 11i)</i>				X
c.	Substantially alter the existing drainage patterns of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite? <i>(Sources 1, 6, 11i)</i>		X		
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? <i>(Sources 1, 6, 11i)</i>		X		
e.	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? <i>(Sources 1, 6, 11i)</i>		X		
f.	Otherwise substantially degrade water quality? <i>(Sources 1, 6, 11i)</i>		X		
g.	Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineating map? <i>(Sources 1, 6, 11i)</i>				X

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (<i>Sources 1, 6, 11i</i>)				X
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (<i>Sources 1, 6, 11i</i>)				X
j.	Inundation by seiche, tsunami, or mudflow? (<i>Sources 1, 6, 11i</i>)				X

The project area currently is connected to existing stormwater drainage facilities. It is proposed to construct new stormwater drainage facilities on the project site to connect with the existing stormwater drainage system. Stormwater drainage would flow by gravity to an existing pump station on site. The storm drain would then connect to an existing catch basin on site, where stormwater would flow into an existing 24 inch line that crosses under Glacier Drive. The existing storm drain travels west, under the existing parking lot that serves the Contra Costa County Department of Public Works building. The storm drain then daylight into an existing earthen channel in an open space area. The drainage channel extends eastward from the storm drain outlet, as the base of the parking lot embankment, to the inlet of another 24 inch reinforced concrete pipe storm drain. This downstream storm drain system conveys stormwater from the project area and other County facilities on the east side of Glacier Drive, as well as from existing residential subdivisions, to the Contra Costa Canal. The Canal is the regional stormwater outlet which conveys stormwater from the largely urbanized area to its outlet in Suisun Bay in the City of Martinez.

Impact VIII.a.1. and f.1.: Water Quality. Less Than Significant With Mitigation.

The PSCC construction will add additional impervious surface to the County owned parcel. The newly created and redeveloped impervious surface areas include the vehicular and pedestrian circulation system, the parking area, and rooftops. Parking areas are potential sites for stormwater runoff to acquire non-point source pollution from automotive related pollutants and include chemicals from motor oil, antifreeze, transmission fluid, gasoline, and byproducts from brake pads and tire wear. Any leakage occurring in the parking area will drain directly into the undeveloped area during wet weather.

Rooftops are catchment areas for particulates that are emitted from local, regional and international industry. Local industry includes oil refineries that are on the EPA's Toxic Release Inventory (TRI) list, with four of these facilities located within ten miles of the site in Contra Costa County. Emissions from petroleum refining include dioxin and dioxin-like compounds, mercury, and other pollutants (USEPA, 2004). Untreated water

from these areas will flow directly into the undeveloped area through storm drains connected directly to roof drains.

Since the Command Center construction will be creating and redeveloping impervious surfaces on the site, the County's NPDES permit (provision C.3) regulations mandate that surface water must be treated on site, and must be retained on site to mitigate the potential erosion associated with increased runoff flow rates on the downstream stormwater conveyance system. These regulations are designed to prevent runoff associated with newly developed and redeveloped impervious surfaces from transmitting non-point source pollution, and to mitigate off site erosion and flooding from increased flows into the stormwater conveyance system. The new requirements recommend 'dual purpose' designs that both retain and treat runoff.

The grading and construction processes present the risk of downstream sedimentation caused by disturbed soils being carried off site by stormwater runoff and being tracked off site by construction traffic. This may increase total suspended solids and sedimentation in the stormwater conveyance system.

The General Construction NPDES permit regulations require creation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) that details measures to be employed during the construction process to minimize the potential for stormwater runoff to transmit soils from the site into the stormwater conveyance system.

Current construction plans do not address C.3 regulations adequately.

Mitigation Measure VIII.a.1. and f.1.: *A Stormwater Control Plan (SWCP) shall be developed by a qualified professional, and shall be implemented to be in compliance with the County's NPDES permit. The SWCP shall detail an operation and maintenance program intended to ensure that stormwater management facilities function properly. Site design should utilize integrated management practices, incorporating "low impact development" stormwater treatment and flow control features into the site design. Designs should be based on guidance provided by the most recent edition of Contra Costa Clean Water Program's Stormwater C.3 Guidebook. Measures that should be considered to treat and provide flow control for stormwater runoff from the site include:*

- *prevention of stormwater runoff from impervious surfaces from flowing directly into the stormdrain system, instead encouraging infiltration and/or retention throughout the project site, and directing runoff through on site flow control and treatment features prior to release into the storm drain system;*
- *pervious and hybrid parking lots, if feasible;*
- *the use of vegetated swales, "rain gardens," green roof, bioretention, or other stormwater treatment and flow control BMP designs in landscaping and parking;*

- *A SWPPP shall be prepared by a qualified professional to detail BMP to be employed during the grading and construction process to ensure that onsite soil materials are not transmitted from the site by stormwater runoff. Prior to issuance of a grading or building permit, the SWPPP shall be subject to the review and approval of the Public Works Department and the Building Inspection Department. The SWPPP is to be available at the site at all times during the site development process, and is to be fully implemented.*

Impact VIII.a.2. and f.2.: Corrodible Roofing Materials. Less Than Significant With Mitigation.

A copper roof is currently in the design plans for the PSCC. Because of water quality issues associated with the architectural uses of copper, it is recommended that the material used for this purpose (and other architectural purposes) be changed to a non-corrodible material. In the aquatic environment, phytoplankton are among the most sensitive organisms to copper toxicity. Until 2003, water bodies surrounding Contra Costa County were listed for copper on the SFBRQCB's 303D list (San Pablo Bay, Carquinez Strait, Sacramento-San Joaquin River Delta, Central San Francisco Bay). Recent de-listing has been attributed to collaboration between stakeholders, adequate funding for monitoring programs, and the development of site-specific objectives to controlling the use of copper.

Mitigation Measure VIII.a.2. and f.2.: Water quality issues associated with the architectural uses of copper shall be avoided through the selection of an alternative material (e.g., a less corrodible material).

Impact VIII.a.3. and f.3.: Integrated Pest Management for Landscaping. Less Than Significant With Mitigation.

Contra Costa County has adopted Integrated Pest Management (IPM) as a means of reducing pesticide use in and around County facilities. This method includes encouraging the use of native plants in landscaping which have a natural immunity to pests; therefore reducing or eliminating the need for pesticide application that may inadvertently enter the stormwater system. The use of native plants, for both water savings and reduction of pesticide and herbicides, is recommended for the project site. This is especially essential in the design of stormwater management facilities (landscape features that will treat stormwater runoff and control its rate of flow offsite), but should also be implemented across the parcel.

Mitigation Measure VIII.a.3. and f.3.: A qualified landscape architect with experience in IPM and native plant landscaping and planting design in stormwater management facilities shall review the Landscape Plan and SWCP, and make revisions where necessary. The use of non-native plant species should be minimized.

Impact VIII.b.: Groundwater. No Impact. No impact will result of this project as on-site recharge will continue at approximately the same rate as current conditions. There are no nearby wells that will be affected by the project.

Mitigation Measure VIII.b.: None Required.

Impact VIII.c.: Erosion. Less Than Significant With Mitigation. The majority of the project site has previously been developed with County facilities (buildings, parking areas and landscaping). Drainage from the project site flows into an undeveloped area (~5 acres) located at the southeast portion of the site. Although there are remnants of a drainage system still visible here, past construction, access roads, filled areas and adjacent land use (residential development and the County facilities) have altered the original topography and drainage patterns. Drainage swales are now fed from outfalls from rooftops and major parking areas that service the Contra Costa County Sheriff's offices north and east of the undeveloped area; including impervious areas and parking areas of the Juvenile Hall located on the western side of Glacier Drive.

During the construction process there will be the potential for erosion of on site materials, primarily during rain events (especially while soils remain disturbed). Once the project is completed, stormwater runoff from the newly developed (and redeveloped) impervious surfaces will result in larger volumes of water leaving the site at higher flow rates, which may cause erosion in the stormwater conveyance system.

Mitigation Measure VIII.c.: *The site's SWCP shall be required to minimize modification to the site's hydrograph. This will ensure that rates of stormwater runoff flow from the site after project completion does not exceed the pre-project rate. The SWCP will be required to meet the requirements of the County's NPDES permit, which is intended to mitigate these impacts to less-than-significant levels.*

The SWPPP should define construction and stormwater BMP to be employed at the site to ensure that no erosion occurs and that no sediment enters the drainage system during construction. Although this is addressed briefly in the project plans (Erosion Control Details – drawing number C500 available at the Community Development Department) a more detailed erosion control plan shall be prepared for the site, generally per the California Stormwater Best Management Practice Handbook. The SWPPP shall be subject to the review and approval of the Building Inspection Department prior to issuance of grading or building permits. The certified SWPPP must be in place at all times during the construction phase of the project.

The use of hay bales for erosion and sediment control is currently not a recommended practice. The contractor shall research other BMP for these purposes, including (but not limited to) a combination of fiber rolls/wattles and gravel for inlet protection; mulch and tackifier, and erosion control blankets for slope protection, and wattles and fencing for perimeter control.

Impact VIII.d.: Increased Runoff and Flooding. Less Than Significant With Mitigation. Additional impervious surface is being planned for the project site to accommodate new buildings, parking structures and parking lots. Surface water throughout the site will be directed to the area wide drainage system.

Mitigation Measure VIII.d.: *Mitigation measures to prevent flooding shall be incorporated into construction design. Such measures could include detention to encourage infiltration, and creation of wetland habitat. A SWCP that demonstrates compliance with the County's NPDES permit will be required, this will require mitigating impacts associated with all newly created and redeveloped impervious surface areas. In addition, the site plan(s) should clearly show:*

1. *Existing and proposed impervious surfaces (it should be clear what impervious surfaces are to be removed and/or replaced).*
2. *The scope of development that is currently proposed.*
3. *Proposed topographic contours for the site, including directions to which proposed new/redeveloped impervious surfaces are to drain. It may make better sense to determine much of this in conjunction with creation of the SWCP. A grading plan showing existing and proposed topographic contours would be helpful.*

Impact VIII.e. and f.: Runoff and Water Quality. Less Than Significant With

Mitigation. The PSCC construction will add parking area to the parcel. Parking areas are sites for non-point source pollution from automotive related pollutants and include chemicals from motor oil, antifreeze, transmission fluid and gasoline, and byproducts from brake pads and tire wear.

Rooftops are catchment areas for particulates that are emitted from local, regional and international industry. Local industry includes oil refineries that are on the EPA's Toxic Release Inventory (TRI) list, with four of these facilities located within ten miles of the site in Contra Costa County. Emissions from petroleum refining include dioxin and dioxin-like compounds, mercury, and other pollutants (USEPA, 2004). Untreated water from these areas will flow into and through the stormwater treatment facilities prior to being discharged into the storm drain system.

Mitigation Measures VIII.e. and f.: *Mitigation measures shall include:*

- *Implementation of a SWCP, as described above, which includes stormwater management features that remove pollutants from stormwater before runoff is discharged into the storm drain system and ensure that rates of runoff flow do not exceed pre-project rates.*
- *The SWCP should include Operational BMP that define procedures for conducting certain activities that have the potential to introduce pollutants into stormwater runoff (i.e. vehicle washing and maintenance). The operational BMP are intended to minimize contaminants being allowed to come into contact with stormwater.*

Impact VIII.g. and h.: Flooding. No Impact. No impact will occur as the project area is not located near a 100-year FEMA Flood Zone.

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

Impact VIII.i. and j.: Flooding As A Result Of The Failure Of A Levee Or Dam, Inundation By Seiche, Tsunami, Or Mudflow. No Impact. The project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, inundation by seiche, tsunami, or mudflow, as the site is not located in a flood zone, near a levee, or dam, or near locations that would expose it to a seiche, tsunami or mudflow.

Mitigation Measure VIII.i. and j.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:					
a.	Physically divide an established community? (<i>Sources 1, 2</i>)				X
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (<i>Sources 1, 2</i>)				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan? (<i>Sources 1, 2, 17</i>)				X

Impact IX.a.: Division of Community. No Impact. The Proposed Project is located on a site that already has other similar uses – including the County’s existing Public Safety building and the County’s Grounds and Recycling Center. As a result, project implementation would not physically divide an established community.

Mitigation Measure IX.a.: None Required.

Impact IX.b.: Land Use and Zoning. No Impact. The project site is designated PS (Public / Semi-Public) in the Contra Costa County General Plan and G (Governmental) in the Martinez General Plan and zoned GF (Governmental Facilities) on the Martinez Zoning Map. The County’s Public / Semi-Public designation is applied to land owned by public governmental agencies and allows a wide variety of public and private offices. The designation excludes private residential and private commercial uses and does not establish density or intensity limits. The Proposed Project would continue and expand the existing onsite governmental uses.

The minimum front, side and rear yards setbacks required in a GF district must be equal to those in the most restrictive abutting district. The abutting districts are R-7.5 to the west and R-6.0 to the south. The minimum required setback for front yards in R-6.0 and R-7.5 is 20 feet; the maximum required setback for side yards for both R-6.0 and R-7.5 is 10 feet, and the minimum rear yard setback is 25 feet for both.

Outside of the central Martinez area, the Martinez General Plan does not contain specific policies relevant to the Governmental designation.

As required by Section 65402 of the Government Code, the Proposed Project will be referred to the City of Martinez. The City of Martinez will have the opportunity to review the Proposed Project and report whether the location and purpose of the project is in conformity with its General Plan. Preliminary discussions with Martinez planning staff indicate that the Proposed Project would not conflict with the site's land use designation or policies of the Martinez General Plan, thus resulting in no impact.

Mitigation Measure IX.b.: None Required.

Impact IX.c.: Habitat Conservation Plans. No Impact. The Proposed Project would not conflict with any local, regional, State, or Federal Habitat Conservation Plan, Natural Community Conservation Plan (see Section IV.f.). Therefore, no impact is identified.

Mitigation Measure IX.c.: None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X. MINERAL RIGHTS – Would the project:					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (<i>Sources 4, 6</i>)				X
b.	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? (<i>Sources 4, 6</i>)				X

Impact X.a. and b.: Mineral Resources. No Impact. The site is not listed on Figure 8-4 of the Contra Costa General Plan which identifies three mineral resources determined to be most important and currently mined in the County (crushed rock, shale, and sand and sandstone) and shows their locations within the County. None are located on the project site. Thus, construction of the Proposed Project would not result in the loss of known mineral resources of local or regional value and no impact is identified.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. NOISE – Would the project:					
a.	Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (<i>Sources 1, 16</i>)			X	
b.	Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels? (<i>Sources 1, 16</i>)		X		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (<i>Sources 1, 16</i>)			X	
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (<i>Sources 1, 16</i>)		X		
e.	For a project located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (<i>Sources 1, 16</i>)				X
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (<i>Sources 1, 16</i>)				X

Preface

Land uses in the vicinity of the project site primarily include the existing Public Safety buildings and the Juvenile Hall as well as commercial and some residential uses to the west. The noise environment at the site results primarily from vehicular traffic along Muir Road and State Route 4. The Noise Element of the County’s General Plan indicates that office and commercial buildings are considered “normally acceptable” in noise environments up to 70 dBA L_{dn}. In noise environments considered to be “normally acceptable,” the specified land use is satisfactory assuming that the building is of normal conventional construction, without any noise insulation features. To

quantify the existing noise environment at the project site and at nearby noise sensitive receivers, a noise monitoring survey was conducted from June 2, 2004 to June 3, 2004, which included two long-term noise measurements (over 24-hour measurement periods) and two short-term noise measurements. The existing L_{dn} at the project site is 62 to 63 dBA. Based on traffic volumes supplied by the traffic engineers, noise levels on the site are expected to increase by 1 to 2 dB in the future.

The noise environment at noise sensitive receivers in the vicinity of the project site (single and multi-family residences to the south and east of the project site) is expected to be approximately 63 to 64 dBA L_{dn} in the future. Noise sources associated with the operation of the project would include vehicular traffic accessing the site, parking lot activity, the operation of rooftop mounted mechanical equipment, and intermittent testing of emergency generators. No sirens are anticipated.

Impact XI.a.: Exposure to Noise. Less Than Significant. The noise environment at the project site is expected to be approximately 64 dBA L_{dn} in the future. The Proposed Project would be considered “normally acceptable” by the City of Martinez noise and land use compatibility guidelines.

Mitigation Measure XI.a.: None Required.

Impact XI.b.: Vibration. Less Than Significant With Mitigation. Vibration levels associated with construction are not expected to result in levels high enough to cause cosmetic or structural damage. However, depending on the methods of construction used, the potential exists to generate vibration levels that may be perceptible to residences. This assessment assumes that pile driving will not be used as a construction method. During excavation and other heavy construction periods vibration may be perceptible. This is common when construction occurs near residences, which are buffered by other commercial uses on governmental buildings.

Mitigation Measure XI.b.: Perceptible vibration can be kept to a minimum by use of administrative controls including:

1. *Notifying neighbors of scheduled construction activities;*
2. *Scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby residences (e.g., mid-day) in order to reduce noise impacts to less than significant levels; and,*
3. *Pile driving shall be avoided.*

Impact XI.c.: Ambient Noise Levels. Less Than Significant. Traffic noise generated by the project is not projected to increase noise levels by more than 2dB above the existing noise environment. With the project, vehicular traffic would continue to access the project site from entranceways along Muir Road and Glacier Drive. The

project does not propose changes in traffic that are substantial enough to provide a noticeable increase in the noise environment at the nearby residential receivers (noise level increases of less than 3 dB are not discernable to human hearing).

Mitigation Measure XI.c.: None Required.

Impact XI.d.1.: Short Term Noise Increases. Less Than Significant With Mitigation. Noise generated by rooftop mechanical equipment and emergency generators could potentially increase existing ambient noise levels in areas adjacent to the equipment. The Master Plan and Program Verification (dated November 1, 2002) recommends providing two to three rooftop mounted variable air volume packaged air conditioning units for the proposed multi-story PSCC. The PSCC is proposed to be more than 350 feet from the nearest sensitive receptor (residential units to the west). Under the City's Noise Element, noise levels from building equipment would be limited to a noise level of 55 dBA L_{dn} at receiving noise-sensitive land uses such as residences. The exact specifications and locations of the air handling units and generators is not known at this time, so it is not possible to accurately predict the noise generated by such equipment at the nearest noise sensitive receivers. This is a potentially significant impact unless mitigated.

Mitigation Measure XI.d.1.: Mechanical equipment should be selected for low noise emissions. Screw type compressors should be avoided as they produce tonal noise which can be very annoying to nearby residents. Noise from mechanical equipment shall be configured and shielded so as not to exceed 55 dBA L_{dn} at the property line. The final design plans should be reviewed by a qualified acoustical consultant.

Impact XI.d.2.: Short Term Noise Increases. Less Than Significant With Mitigation. Emergency generators produce noise levels of about 60 to 75 dB at 50 feet depending on the size and level of noise control. The emergency generator would be tested from time to time for short periods. In the cases of emergencies or power outages, the generator would operate. The nearest residences are several hundred feet from the generator. This could result in a potentially significant impact unless mitigated.

Mitigation Measure XI.d.2.: The generator shall include some noise control (e.g., an exhaust muffler) and shall not be tested more than several hours per month during normal daytime hours and no testing shall occur during evening and nighttime.

Impact XI.d.3.: Construction Noise. Less Than Significant With Mitigation. The construction of the Proposed Project would generate noise levels that would exceed ambient noise levels at noise sensitive receptors in the vicinity of the project site. Construction activities would include removal of existing pavement, grading and excavation of areas on the site, and construction of new buildings or structures. Noise impacts from these activities depend on noise generated by various pieces of

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

The closest existing noise sensitive land is the commercial and residential area located west of the site. These commercial uses and residences are located more than 300 feet from the proposed PSCC. Existing ambient daytime noise levels at adjacent commercial and residences range from approximately 54 to 62 dBA Leq. Construction noise levels at these locations would intermittently exceed 60 dBA Leq and existing ambient levels by more than 5 dBA when parking lot construction occurs on the site near the commercial uses and residences. At times, noise levels produced by heavy equipment may interfere with normal residential activities, especially during the pavement removal or grading.

Typically, small residential, commercial, or office construction projects do not generate significant noise impacts when standard construction noise control measures are enforced at the project site and when the duration of the noise generating construction period is limited to one construction season (typically one year) or less. The impact is potentially significant unless mitigated.

Mitigation Measure XI.d.3.: *The following construction noise control measures are recommended to limit the amount of noise generated during the construction period. These measures would mitigate the impact to a less than significant level:*

1. ***Construction Period Development Activity Restrictions - Contractor and/or developer shall comply with the following construction noise, dust, litter, and traffic control requirements:***
 - a. ***All construction activities shall be limited to the hours of 7:30 am to 5:00 pm, Monday through Friday, and shall be prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:***

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

Columbus Day (State and Federal)
Veterans Day (State and Federal)
Thanksgiving Day (State and Federal)
Day After Thanksgiving (State)
Christmas Day (State and Federal)

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

Federal Holidays <http://www.opm.gov/fedhol/2007.asp>
California Holidays <http://www.edd.ca.gov/eddsthoh.htm>

- 2. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.*
- 3. Prohibit unnecessary idling of internal combustion engines.*
- 4. Equip all internal combustion engine driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.*
- 5. Locate stationary noise generating equipment as far as possible from noise sensitive receptors.*
- 6. Noise from jackhammers, chainsaws, and pavement breakers used during construction shall be shielded from nearby residences using acoustical barrier enclosures, noise barriers or existing structures.*
- 7. Designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site. During the construction period, provide a complaint log to the Community Development Department.*

Impact XI.e. and f.: Proximity to Airports. No Impact. The project is not located within two miles of a public or private airport. Therefore, this is not a potential impact.

***Mitigation Measure XI.e. and f.:* None Required.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING – Would the project:					
a.	Include substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Sources 1, 2)				X
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources 1, 2)				X
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? (Sources 1, 2)				X

Impact XII.a.: Growth Inducing. No Impact. Construction of the expansion of the Public Safety building could provide an increase in related jobs in the area. The creation of new full time jobs potentially result in new workers moving to the area, with a secondary increase in the demand for more housing. The magnitude of these increases would not include substantial population growth in the area. While some of the full and part time employees will move from existing facilities, those facilities will then become available for other comparable uses. However, the increase in construction work would be short-term, and the increase in demand for housing as a result of new permanent employment could likely be accommodated by the normal turnover in rental housing and increase in housing construction in the unincorporated area, the City of Martinez and other nearby cities. Construction on the project site will be served by existing facilities and therefore would not induce or facilitate unplanned or premature population growth.

Mitigation Measure XII.a.: None Required.

Impact XII.b. and c.: Displacement of Housing or Persons. No Impact. No housing units exist on the project site, thus none would be displaced by the project. The proposed project would not displace any existing population.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES – Would the project:					
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which would cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?					
1.	Fire Protection (<i>Sources 1, 2, 11c</i>)			X	
2.	Police Protection (<i>Sources 1, 2, 11b</i>)			X	
3.	Schools (<i>Sources 1, 2, 6</i>)				X
4.	Parks (<i>Sources 1, 2, 6, 12, 13</i>)				X
5.	Other Public Facilities (<i>Sources 1, 2, 6, 12, 13</i>)				X

Impact XIII.a.1.a.: Fire Protection. Less Than Significant With Mitigation. The Contra Costa County Consolidated Fire Protection District (CCCFPD) provides fire protection and responds to fire and hazardous materials calls in a 270-square foot mile area. The service area encompasses Martinez and nine other cities, with a population of 300,000 people. For fire emergencies at the subject site, Station Number 9, located at 209 Center Avenue in Pacheco would respond. Station Number 9 is about two and one-half miles away. One engine with three people is available to respond to a fire alarm on the site. The District estimates that the response time is three minutes. Station Number 13, which is 3.75 miles northeast of the site, is located at 251 Church Street, Martinez. The response time from this station is eight minutes. This station would respond to the site with one engine and three people in the event that Station Number 9 is already engaged in another fire, or in the event of a second alarm. Station Number 6 is 4.9 miles to the east, located at 2210 Willow Pass Road, Concord. The response time for this station is nine minutes. This station would respond with one truck and three people to a second alarm.

According to Richard Carpenter, Fire Marshall, the Project Sponsors shall submit a preliminary set of drawings for review and approval for issues including:

- Sprinklers and construction

- Setbacks
- Hydrants and locations, etc.

Mitigation Measure XIII.a.1.a.: None Required.

Impact XIII.a.1.b.: Fire Protection - Demand for Service. Less Than Significant.

All of the occupied additions would be Type II, Fire Resistive, fully sprinklered buildings. The CCCFPD has indicated that the increase in demand for services associated with construction of the project would not result in the need for additional staffing of firefighters. Current facilities, equipment, staffing and emergency vehicle response times are sufficient to accommodate the anticipated increase in annual calls associated with the proposed project.

Mitigation Measure XIII.a.1.b.: None Required.

Impact XIII.a.2.: Police Protection. Less Than Significant. The project site is located within the City of Martinez where the City's Police Department provides police protection, including street patrol, traffic control, and parking enforcement. As a law enforcement project, construction of the PSCC, operations of the Public Safety projects would not require an increased demand for police staffing or equipment, nor would it affect police response times to the site due to the Sheriff's presence on site. According to Police Chief Dave Cutaia, operation of the proposed project would not require an increased demand for police staffing or equipment, nor would it affect police response time to the site due to the Sheriff's presence on site. The Proposed Project would not lead to the need for other new or physically altered City of Martinez police protection facilities.

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

Impact XIII.a.3.: Schools. No Impact. Construction of the Proposed Project would not result in the need for new school facilities.

Mitigation Measure XIII.a.3.: None Required.

Impact XIII.a.4.: Parks. No Impact. The Proposed Project includes an area for an onsite passive recreation area; therefore, no impact to recreational facilities is anticipated.

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

Impact XIII.a.5.: Other Public Facilities. No Impact. No other public facilities will be impacted by the project.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. RECREATION – Would the project:					
a.	Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (<i>Sources 1, 2, 6, 12, 13</i>)				X
b.	Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (<i>Sources 1, 2, 6, 12, 13</i>)				X

Impact XIV.a. and b.: Recreation. No Impact. The Proposed Project includes an area onsite for passive onsite recreation, the effects of which have been evaluated in the historical study. No impacts to neighborhood facilities are anticipated. Therefore, no impacts are expected.

***Mitigation Measure XIV.a. and b.:* None Required.**

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC – Would the project:					
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersection? (Sources 1, 2, 15)			X	
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? (Sources 1, 2, 15)		X		
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources 1, 2, 15)				X
d.	Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? (Sources 1, 2, 15)				X
e.	Result in inadequate emergency access? (Sources 1, 2, 15)				X
f.	Result in inadequate parking capacity? (Sources 1, 2, 15)			X	
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (i.e., bus turnouts, bicycle racks)? (Sources 1, 2, 15)				X

Preface

Omni-Means Engineers completed a complete traffic analysis for this project in fall of 2006 and updated that analysis in the Spring of 2007 to reflect the latest project plans. Those reports are available at the Contra Costa County Development Department for review. The analysis is summarized below.

TRANSPORTATION SETTING

Street Network

Streets that provide access into and around the project site include Muir Road, Glacier Drive, Morello Avenue, Pacheco Boulevard, and State Route 4 (see Figure 2 - Site Map). A brief description of each roadway follows:

Muir Road extends in an east-west direction fronting the project site on its northern border. A wide, two-lane roadway, Muir Road provides access primarily to residential areas on the south side of State Route 4. In the project study area, the roadway has two travel lanes and four-foot bike lanes on both sides of the street. Pedestrian sidewalks are provided along the south side of Muir Road in the project study area.

Glacier Drive extends in a north-south direction fronting the project site on its western border. Similar to Muir Road, Glacier Drive is a two-lane roadway that provides access to residential areas as well as institutional uses (schools, public works, and juvenile hall). Pedestrian sidewalks are present on both sides of the Glacier Drive in the project study area.

Morello Avenue is located west of the proposed project site and extends in a north-south direction. Between Muir Road and Arnold Drive, Morello Avenue has four travel lanes and has a full-access interchange with State Route 4. In this area, Morello Avenue provides access to commercial-retail areas.

Pacheco Boulevard is a four-lane street that provides access to commercial-retail and residential areas east of the proposed project site. Extending in a north-south direction, Pacheco Boulevard provides access north to Martinez and south to Concord while providing westbound on-off access to State Route 4 opposite Blum Road.

Regional access to the project site is provided by **State Route 4** and **Interstate 680**. State Route 4 is multi-lane east-west highway located just north of the project site. A full-access interchange is located at Morello Avenue west of the project site. An eastbound on/off ramp is located east of the project site at Muir Road while a westbound on/off ramp is located on Pacheco Boulevard. State Route 4 provides access west to Hercules and east to the central valley including Brentwood and Stockton. Interstate 680 extends in the north-south direction east of the project site and is a multi-lane freeway. I-680 provides access north to Benicia and Cordelia and south to Dublin and San Jose. State Route 4 intersects I-680 east of the project site.

Critical Intersections

A key transportation issue of the proposed PSCC project is the related traffic increases that would occur on the surrounding street network and intersections. Based on discussions with City Engineering staff, the following seven intersections were evaluated for existing traffic operations:

- | | |
|---|--------------|
| 1. Morello Avenue/Highway 4 Westbound on/off ramps | Signalized |
| 2. Morello Avenue/Highway 4 Eastbound on/off ramps | Signalized |
| 3. Morello Avenue/Muir Road | Signalized |
| 4. Muir Road/Glacier Drive | All-Way-Stop |
| 5. Muir Road/Highway 4 Eastbound on/off ramps | All-Way-Stop |
| 6. Muir Road/Pacheco Boulevard | Signalized |
| 7. Pacheco Boulevard/Highway 4 Westbound on/off ramps | Signalized |

Weekday AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) turning movement counts were conducted by Omni-Means at the seven study intersections.¹ From these peak period counts, the peak AM and PM peak hour volumes were derived and are shown on Figure 6. Future base volumes are shown on Figure 7.

Intersection LOS Methodology

Intersection Level-of-Service (LOS) is the primary indicator for traffic operation performance at intersections. Vehicle delays are expressed in LOS ratings, volume/capacity ratios and/or seconds of vehicle delays. The LOS ranges from A to F and describes increasing traffic demand, delays, and deterioration of service.

Intersection LOS calculations for project analyses have been based on the Contra Costa Transportation Authority (CCTA) methodology for signalized intersections and the Highway Capacity Manual (HCM) 2000 methodology for unsignalized intersections. CCTA calculations for signalized intersections yield a volume/capacity ratio with a corresponding LOS rating from A to F. HCM 2000 methodology for unsignalized intersections yields a vehicle delay in seconds with a corresponding LOS rating from A to F.

Existing Intersection LOS

Existing AM and PM peak hour intersection LOS have been calculated and are shown in Table XV-1. As shown, six of seven study intersections are operating at acceptable levels (LOS D or better) during the AM and PM peak hours. These would include all signalized intersections plus the all-way-stop controlled intersection of Pacheco Boulevard/Highway 4 westbound on/off ramps.

The all-way-stop-controlled intersection of Muir Road/Glacier Drive directly adjacent to the Proposed Project site is currently operating at LOS E (36.5 seconds of delay) during the AM peak hour. Based on field observations, the longest vehicle delays/queues occur for the southbound Glacier Drive approach over Highway 4. For most of the AM peak hour, vehicle queues averaged 4-6 vehicles with average delays of fewer than 35 seconds. Between 8:05-8:15 a.m., the southbound queue extended to

¹ Omni-Means Engineers and Planners: peak period (7:00-9:00 a.m. and 4:00-6:00 p.m.) intersection counts on Morello Avenue, Muir Road, and Pacheco Boulevard, City of Martinez, May, 2004.

approximately 10 vehicles with delays of 50-60 seconds. Outside of this ten minute period, delays to motorists during the AM peak hour are more typical of LOS D conditions (\leq to 35.0 seconds of delay).

It is noted that the Hidden Valley Elementary School is located on Glacier Drive south of the Proposed Project site (just south of Center Avenue). Previous transportation analyses conducted in the area indicate there is a very intense peak traffic flow during the AM peak hour related to parents driving their children to school.¹ This “school-related” traffic is likely affecting the Muir Road/Glacier Drive during peak congestion times in the AM peak hour.

**TABLE XV-1
AM AND PM EXISTING INTERSECTION LEVEL-OF-SERVICE**

#	Intersection	Control	AM LOS	V/C-Delay	PM LOS	V/C-Delay
1	Morello Avenue/Highway 4 WB on/off	Signal	A	0.46	A	0.45
2	Morello Avenue/Highway 4 EB on/off	Signal	A	0.42	A	0.55
3	Morello Avenue/Muir Road	Signal	A	0.42	A	0.56
4	Muir Road/Glacier Drive	AWSC	D	30.1	C	16.0
5	Muir Road/Highway 4 EB on/off	AWSC	D	27.7	C	18.8
6	Muir Road/Pacheco Boulevard	Signal	A	0.42	A	0.41
7	Muir Road/Highway 4 WB on/off	Signal	A	0.48	A	0.58

Source: Omni-Means Engineers and Planners, AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) intersection turning movement counts, City of Martinez, September 2006.

Notes: Signalized intersection LOS based on CCTA methodology and yields a volume/capacity ratio. Unsignalized LOS is based on HCM 2000 methodology which yields vehicle delay in seconds.

Legend: AWSC = All-Way-Stop Control.

Signal Warrants

The unsignalized intersections of Muir Road/Glacier Drive and Muir Road/Highway 4 Eastbound on-off ramps have been evaluated for peak hour signal warrant satisfaction. The “peak hour warrants” referenced in this section refer to minimum traffic thresholds identified by the U.S. Department of Transportation and Caltrans. When an intersection’s volume exceeds the minimum thresholds during certain time periods of the day, a traffic signal could be warranted. Intersections that qualify for the peak hour signal warrant may require further analyses of accident history, proximity to other

¹ Omni-Means Engineer and Planners, Consultant’s Report on the Transportation and Parking Impacts for the Proposed Claremont Homes Residential Project, City of Martinez, Final Report, May 12, 2000.

intersections/driveways, and potential increases in overall volumes. All of these factors should be evaluated before a signal is actually installed.

Based on the minimum peak hour volume criterion for signalization, the Muir Road/Glacier Drive intersection has peak hour volumes that could warrant signalization. Using Caltrans peak hour warrant criteria, the intersection would qualify for signalization during the AM peak hour with existing traffic volumes. In addition, the Muir Road/Highway 4 eastbound off-ramp intersection would qualify for signalization (under the peak hour volume warrant) during the AM peak hour.

Proposed project trip generation has been based on anticipated staff increase for the project. Specifically, any staff increase related to administrative, sheriff, coroners, engineering, planning and food service could potentially add to peak hour and daily traffic volumes in the study area. In addition to staff increase, an effort has been made to determine the increase in visitors to the site as a result of these additional project uses based on discussions with project applicant staff.

Based on the above sources, projected staff increases the development can be summarized as follows:

Administrative Services:	33 new staff
Emergency Services:	<u>19 new staff</u>
Total Increase:	52 new staff

It has been assumed that all administrative staff would arrive/depart the site during "normal" commute hours of 7:00-9:00 a.m. and 4:00-6:00 p.m. Based on discussions with sheriff staff, the emergency service and could have slightly different schedules on a day-to-day basis. However, the majority of these staff people would still arrive during normal commute hours and have been included in peak hour trip generation to provide a worst case analysis.

The other trip generation component of the project that could add to peak hour trip generation would be an increase in visitor activity as a result of these new facilities. Visitor activity is expected to be highest during times of lecture hall uses (at the PSCC). However, since these activities would not occur on a consistent daily basis, they would be considered special events. For this reason, discussions with County Sheriff staff indicate a conservative estimate of visitors to the site would be approximately 50 per day.

Existing Sheriff staff transferring over from current site operations would account for approximately 10 persons and have been included in overall peak hour project trip generation.

AM and PM peak hour trip generation as a result of project development has been shown on Table XV-3. Based on staff and visitor projections, the development would generate 74 AM peak hour trips (68 in, 6 out) and 74 PM peak hour trips (6 in, 68 out). Under buildout conditions, the proposed project would generate 68 AM peak hour trips

(68 in, 6 out) and 74 PM peak hour trips (6 in, 68 out). Allowing for existing vehicle trips generated by the County Grounds and Recycling Center, the project would generate 77 net new AM peak hour trips and 47 net new PM peak hour trips.

AM and PM peak hour trip generation as a result of project development is shown in Table XV-2. Based on staff and visitor projections, the project development would generate 88 AM peak hour trips (82 in, 6 out) and 88 PM peak hour trips (6 in, 82 out).

Project Distribution

Peak hour vehicle trip distribution has been based on the existing demographics/addresses of sheriff staff currently employed at the County facilities. It is expected that existing staff locations would be a representative base for future employees at the site. Consideration has also been given to existing traffic flows around the site, project access driveways, and freeway access points. Based on these factors, the proposed project distribution is estimated as follows:

State Route 4 to/from the west:	20%
State Route 4 to/from the east:	40%
Pacheco Boulevard to/from the north:	5%
Pacheco Boulevard to/from the south:	15%
Glacier Drive to/from the south:	5%
Glacier Drive to/from the north:	5%
Muir Drive to/from the east:	5%
Muir Drive to/from the west:	<u>5%</u>
Total:	100%

Based upon the above detailed distribution, Table XV-2 shows AM – PM peak hour trips.

**TABLE XV-2
 PROJECT TRIP GENERATION^{1,2,3,4}
 AM AND PM PEAK HOUR**

Existing Site Trip Generation (County Grounds & Recycling Center):⁴

AM Peak: 11 (10 in, 1 out)
 PM Peak: 41 (13 in, 28 out)

Proposed Project Trip Generation:

AM Peak:		PM Peak:	
PSCC:	68 in, 0 out	PSCC:	0 in, 68 out
Visitors:	<u>6 in, 6 out</u>	Visitors:	<u>6 in, 8 out</u>
Total AM:	74 (68 in, 6 out)	Total PM	74 (6 in, 68 out)

-
- (1) Cannon Design Group, Contra Costa County Sheriff Public Safety Command Center; Master Plan and Program Verification, November 1, 2002.
 - (2) Mike Kasten, Under Sheriff, Contra Costa County, personal communication on September 20, 2006.
 - (3) Staff increases related to Sheriff and County facilities assume one-way directional flow (AM inbound and PM outbound) for a worst case analysis.
 - (4) Omni-Means Engineers & Planners, Peak period driveway counts (7:00-9:00 a.m. - 4:00-6:00 p.m.), Contra Costa County Grounds and Recycling Center, September 20, 2006.

Impact XV.a.: Increased Traffic. Less Than Significant. With proposed project trips added to future base volumes, study intersection LOS has been calculated and is shown in Table XV-3. As calculated, intersection LOS would remain unchanged from future base (no project) conditions. Proposed project traffic would add proportionately to intersection volumes with slight increases in seconds of vehicle delay.

**TABLE XV-3
AM AND PM FUTURE BASE AND FUTURE BASE PLUS PROJECT
LEVEL-OF-SERVICE**

#	Intersection	Control	Future Base Conditions				Future Base + Project Conditions			
			AM LOS	V/C-Delay	PM LOS	V/C-Delay	AM LOS	V/C-Delay	PM LOS	V/C-Delay
1	Morello/SR4 WB on/off	Signal	A	0.46	A	0.45	A	0.57	A	0.46
2	Morello/SR4 EB on/off	Signal	A	0.42	A	0.55	A	0.42	A	0.56
3	Morello/Muir	Signal	A	0.42	A	0.56	A	0.43	A	0.56
4	Muir/Glacier	AWSC	D	30.7	C	16.1	D	31.9	C	17.4
5	Muir/SR4 EB on/off	AWSC	D	28.1	C	21.8	D	28.7	C	22.1
6	Muir/Pacheco	Signal	A	0.42	A	0.44	A	0.42	A	0.45
7	Muir/SR4 WB on/off	Signal	A	0.49	B	0.64	A	0.50	B	0.64

Source: Omni-Means Engineers and Planners, AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) intersection turning movement counts, City of Martinez, September, 2006.

Notes: Signalized intersection LOS based on CCTA methodology and yields a volume/capacity ratio. Unsignalized LOS is based on HCM 2000 methodology which yields vehicle delay in seconds.

Legend: AWSC = All-Way-Stop Control.

Project Access/Internal Circulation

Internal vehicle circulation on the site would generally be limited by vehicle access from Muir Road and Glacier Drive. Specifically, vehicles entering from Muir Road would circulate into the main west surface parking lot area and/or the north-south parking aisle between the existing sheriff's patrol building and proposed PSCC. From the internal parking aisles, vehicle access could be gained to either Muir Road or Glacier Drive. However, it is anticipated that Muir Road would act as the main vehicle access in and out of the project site due to convenience and overall vehicle distribution patterns.

From Glacier Drive, vehicles would access the first driveway south of Muir Road at Gate 2 and would circulate into north-south surface parking areas or continue west towards the PSCC's main parking areas. It is anticipated that the second access driveway off of Glacier Drive (located south of the existing Juvenile Hall) would not be convenient or highly used by proposed project traffic. This route would be time consuming and inconvenient for patrons accessing the PSCC which would be located so far to the north.

Impact XV.b.: Cumulative Traffic. Less Than Significant With Mitigation. Year 2025 cumulative traffic projections have been based on the Contra Costa Transportation Authority's Central County model projections and previous transportation analyses conducted in the area.^{1 2} Specifically, link volumes for the AM and PM peak hour were reviewed from the CCTA website for the base count, year 2000, and year 2025 periods. The difference (delta change) between the year 2025 and year 2000 volumes was then applied to peak hour intersection turning movement volumes as a percentage growth factor. These volume increases were also compared to year 2025 cumulative projections conducted along Pacheco Boulevard for consistency. It is noted that CCTA model projections were not available for all approach links and in some cases projected growth on specific links remain unchanged or decreased due to changes in the roadway network.

AM and PM peak hour year 2025 cumulative volumes (without project) are shown on Table XV-3.

Cumulative (No Project) Intersection Operation

With year 2025 cumulative traffic volumes, intersection LOS has been shown in Table XV-4. With cumulative traffic volumes, the two unsignalized study intersections would be operating at unacceptable levels (LOS E-F) including Muir Road/Glacier Drive and Muir Road/SR4 eastbound ramps. The remaining five study intersections would all be operating at acceptable levels (LOS D or better) during peak hours. Cumulative (no project) volumes would continue to add to existing peak hour signal warrant at the Muir Road/SR4 eastbound ramps intersection. The Muir Road/Glacier Drive intersection would not qualify for signalization under cumulative no project conditions.

Cumulative With Project Intersection Operation

AM and PM peak hour project trips have been added to year 2025 cumulative intersection volumes and are shown in Figure 7. Intersection LOS has been calculated and are shown in Table XV-4. With proposed project trips, intersection LOS would remain unchanged from cumulative (no project) conditions. The two unsignalized intersections of Muir Road/Glacier Drive and Muir Road/SR4 eastbound ramps would be operating at LOS E-F during the AM peak hour.

¹ Contra Costa Transportation Authority (CCTA), Daily, AM and PM peak hour model volumes (Existing, 2000, 2025) CCTA-CC03, Updated July, 2005.

² Abrams Associates, The Village at Arnold TIS, City of Martinez, October 2005.

**TABLE XV-4
AM AND PM CUMULATIVE AND CUMULATIVE PLUS
PROJECT LEVEL-OF-SERVICE**

#	Intersection	Control	Cumulative Conditions				Cumulative + Project Conditions			
			AM LOS	V/C-Delay	PM LOS	V/C-Delay	AM LOS	V/C-Delay	PM LOS	V/C-Delay
1	Morello/SR4WB on/off	Signal	A	0.51	A	0.49	A	0.52	A	0.50
2	Morello/SR4 EB on/off	Signal	A	0.46	B	0.61	A	0.46	B	0.62
3	Morello/Muir	Signal	A	0.46	B	0.62	A	0.47	B	0.62
4	Muir/Glacier	AWSC	E	46.3	C	20.8	F	55.3	C	23.5
5	Muir/SR4 EB on/off	AWSC	E	39.8	D	28.9	E	40.5	D	29.3
6	Muir/Pacheco	Signal	A	0.46	A	0.48	A	0.46	A	0.49
7	Muir/SR4 WB on/off	Signal	A	0.54	B	0.70	A	0.54	B	0.70

Source: Omni-Means Engineers and Planners, AM (7:00-9:00 a.m.) and PM (4:00-6:00 p.m.) intersection turning movement counts, City of Martinez, May 2004.

Notes: Signalized intersection LOS based on CCTA methodology and yields a volume/capacity ratio. Unsignalized LOS is based on HCM 2000 methodology which yields vehicle delay in seconds.

Legend: AWSC = All-Way-Stop Control.

Mitigation Measure XV.b.: With cumulative year 2025 (No Project) conditions, the Muir Road/Glacier Road and Muir Road/SR4 Eastbound ramp all-way-stop-controlled intersections would continue to meet signal warrants. Both intersections would be operating at LOS F during both the AM and PM peak hour. In addition, the intersection of Muir Road/Morello Avenue would be operating at LOS F during the PM peak hour. The following mitigation will reduce the impact to less than significant.

- Widen/re-stripe the northbound Morello Avenue approach to include one left turn lane, one through-lane, and one shared through/right-turn lane. With these improvements, overall intersection LOS would improve to B (0.70) during the PM peak hour.
- The proposed project should contribute its fair-share of costs based on project-related trips. For the Muir Road/Glacier Drive intersection, the project's fair share amount would be 5% (65 trips / 1,292 total future base volume). At the Muir Road/SR4 eastbound ramp intersection, the project's fair share amount would be 5.7% (66 trips / 1,159 total future base volume).

Impact XV.c. and d.: Air Traffic and Design Features. No Impact. The project will have no effect on air traffic or on any existing design features (i.e., curves, intersection), or other use.

***Mitigation Measure XV.c. and d.:* None Required.**

Impact XV.e.: Emergency Access. No Impact. The project will have emergency access points at all existing accesses. The 20 foot setback along the western property line will provide additional emergency access.

***Mitigation Measure XV.e.:* None Required.**

Impact XV.f.1.: Internal Circulation. Less Than Significant. Internal vehicle circulation on the site would generally be limited by vehicle access from Muir Road and Glacier Drive. Specifically, vehicles entering from Muir Road would circulate into the main west surface parking lot area and/or the north-south parking aisle between the existing sheriff's patrol building and proposed PSCC. From the internal parking aisles, vehicle access could be gained to either Muir Road or Glacier Drive. However, it is anticipated that Muir Road would act as the main vehicle access in and out of the project site due to convenience and overall vehicle distribution patterns.

From Glacier Drive, vehicles would access the first driveway south of Muir Road at Gate 2 and would circulate into north-south surface parking areas or continue west towards the PSCC's main parking areas. It is anticipated that the second access driveway off of Glacier Drive (located south of the existing Juvenile Hall) would not be convenient or highly used by proposed project traffic. This route would be time consuming and inconvenient for patrons accessing the PSCC which would be located so far to the north.

***Mitigation Measure XV.f.1.:* None Required.**

Impact XV.f.2.: Parking. Less Than Significant With Mitigation. Based on a revised project site plan, there would be 477 on-site parking spaces serving existing and future uses on the west side of Glacier Drive where the proposed PSCC building would be situated.¹ On the east side of Glacier Drive, 405 existing surface parking spaces would continue to serve County Sheriff, Forensic and Public Works uses on-site. Combined, there would be an 882 space parking supply. These parking areas would be made up of existing and new surface parking lots and a small underground parking area below the proposed PSCC building. As shown in Figure 4 (Proposed Project), these spaces would be divided among the project components as follows:

¹ LCC, Contra Costa County Sheriff's Command Center, Revised Preliminary Site Plan, March 2, 2007.

West Parking Area:	
Existing spaces	340
New spaces	<u>137</u>
Subtotal:	477
East Parking Area:	
Existing spaces	<u>405</u>
Subtotal:	405
Total Parking Spaces:	882

The majority of the facility's parking spaces would be located in northwest and northeast quadrants of the project site (respectively). All the parking spaces would be of a perpendicular design. However, there would be limited existing off-site parallel parking spaces directly adjacent to the existing Public Works building just east of Glacier Drive. Limited off-site parking (10-15 spaces) is available via on-street parallel parking on the east side of Glacier Drive.

Off-Street Parking Requirements

City of Martinez

The proposed project's off-street parking demand has been calculated based on the City of Martinez and Contra Costa County regulations. The parking code for public and private administrative offices and public auditoriums (Zoning, Off-Street Parking and Loading Requirements, 22.36.040 Parking - Office Uses, 22.36.070 Parking - Miscellaneous Uses, City of Martinez) requires (for office uses) one (1) parking space per 400 square feet of development and the public auditorium rate requires one (1) parking space per each four seats. The proposed project's existing and future parking demand requirements have been calculated below:

**TABLE XV-5
MARTINEZ PARKING REQUIREMENTS**

Existing			Sub-Total	Total
Sheriff's Patrol	22,632 s/f x 1 space per 400 s/f	57		
Crime Lab	19,360 s/f x 1 space per 400 s/f	48		
Public Works	33,208 s/f x 1 space per 400 s/f	<u>83</u>		
Total Existing			188	
Proposed				
PSCC	84,000 s/f x 1 space per 400 s/f	210		
Lecture Hall	188 seats x 1 space per 4 seats	<u>47</u>		
Total Existing + Future Parking Requirements			257	445

As shown above, the combined parking requirements for existing and future uses on the site would total 445 spaces (188 existing + 254 future). This would include use of the lecture hall within the PSCC. This is noted because the lecture hall would only be used on an "occasional" basis and would not reflect typical daily parking demand for overall uses. Based on a proposed supply of 882 spaces, there would be a 437 spaces surplus based on City code requirements.

Contra Costa County

The County's parking code would require one parking space per 200 square feet of development based on Administrative Office District uses. Using the more conservative County code requirements, the proposed project's parking demand has been calculated as follows:

**TABLE XV-6
CONTRA COSTA COUNTY PARKING REQUIREMENTS**

Existing			Sub-Total	Total
Sheriff's Patrol	22,632 s/f x 1 space per 200 s/f	113		
Crime Lab	19,360 s/f x 1 space per 200 s/f	97		
Public Works	33,208 s/f x 1 space per 200 s/f	<u>166</u>		
Total Existing			376	
Proposed				
PSCC	84,000 s/f x 1 space per 200 s/f	420		
Lecture Hall	188 seats x 1 space per 4 seats	<u>47</u>		
Total Existing + Proposed Parking Requirements			467	843

As shown above, the combined parking requirements for existing and future uses based on County code requirements on the site would total 843 spaces (376 existing + 467 future). Based on a proposed supply of 882 spaces, there would be a 39 space surplus based on County code requirements.

It is noted that the County code parking requirements for the Proposed Project are very conservative compared with parking research for similar uses. Specifically, the reference *Parking* (Weant and Levinson, 1990) indicates that a more realistic code for administrative office uses would be 3 - 4 spaces per 1,000 square feet of development.

In addition to off-street parking provided by the Proposed Project, there could be another 10 -15 on-street parking spaces available along Glacier Drive if acceptable to the City of Martinez.

Mitigation Measure XV.f.: *None Required. However, the project shall encourage ride sharing for both County employees, but more importantly, for lecture hall attendees. For large attendance lectures (> 50 people), these events shall be scheduled for Fridays (when Public Works is closed) and/or after business hours (after 5 pm or on weekends). If there are very large events, the Sheriff shall provide shuttle services from an offsite location.*

Impact XV.g. Alternative Transportation. No Impact. The project is served by County Connection Route 118 and the project shall be conditioned to provide bicycle racks.

Mitigation Measure XI.g.: *None Required.*

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (<i>Sources 1, 11g, 11h, 11i, 12, 13</i>)			X	
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? (<i>Sources 1, 11a, 11j</i>)				X
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects? (<i>Sources 1, 11g, 11h, 11i, 12, 13</i>)		X		
d.	Have sufficient water supplies available to serve the project from existing entitlement and resources, or are new or expanded entitlement needed? (<i>Sources 1, 11j</i>)			X	
e.	Result in determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (<i>Source 11a</i>)			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (<i>Sources 1, 6</i>)			X	
g.	Comply with federal, state and local statutes and regulations related to solid waste? (<i>Sources 1, 6</i>)				X

Impact XVI.a.: Wastewater Treatment. Less Than Significant. The project's wastewater needs will be served by the Central Contra Costa Sanitary District; see discussion for item XVI.e., below.

Mitigation Measure XVI.a.: None Required.

Impact XVI.b.: Construction of New Water or Wastewater Facilities. No Impact.

The site is currently served by public water and wastewater providers. All improvements to service will occur onsite. This is not a significant impact.

***Mitigation Measure XVI.b.:* None Required.**

Impact XVI.c.: Stormwater. Less Than Significant with Mitigation. See discussion in Section VIII.e.

***Mitigation Measure XVI.c.:* See Mitigation Measure VIII.e.**

Impact XVI.d.: Water Supply. Less Than Significant. The existing Public Safety buildings receives its water supply from the Contra Costa Water District (CCWD). MWD purchases raw water from CCWD, which draws its water from the Delta. The raw water is conveyed to the treatment plant by the Contra Costa Canal, where it is processed by the City.

An existing 12" waterline is located 200 feet south of the Glacier Drive/Muir Road intersection, within the Glacier Drive right-of-way.

Macalvey Reservoir is located near the intersection of Morello Avenue and Macalvey Drive, approximately 1.2 miles southwest of the site. Macalvey Reservoir, in combination with two other reservoirs, would be the suppliers of water for the Proposed Project. These reservoirs have a combined capacity of 4.1 million gallons. The maximum elevation which can be served is 300 feet. The roof of the proposed office building is 32 feet and is located at 160± feet, well below the 300 foot threshold.

The formula used by the City to estimate water consumption for office use is 24 gallons/day/employee. The anticipated water consumption for existing buildings on-site, along with the proposed project, is expected to be 12,480 gallons per day.

According to MWD and CCWD, the increased demand for water, due to the proposed actions, is not expected to have any significant adverse impacts on either water service or local fire flow pressures.

***Mitigation Measure XVI.d.:* None Required.**

Impact XVI.e.: Wastewater Treatment. Less Than Significant With Mitigation.

The site is within the sphere of influence and service area of the Central Contra Costa Sanitary District (CCCSD). An existing 8-inch gravity flow wastewater line runs from the project site, across Glacier Drive and diagonally NW/SE through the center of the existing Public Works parking lot and along the northern edge of the Public Works building. The wastewater line does not have a steady "fall" and has occasional flatter sections of the line which result in a lowered capacity. The remaining capacity of the line is approximately 400,000 gallons per day with the flatten sections dropping to 100,000 gallons per day. The wastewater line connects with a main in the

Fountainhead project to the east. The new buildings on the site will tie into the existing line.

The CCCSD treatment plant's current average dry flow effluent discharge capacity is 53.8 million gallons per day, which is projected to be adequate to handle new development within its service area until the year 2035. The current volume of wastewater being treated by CCCSD is 40.0 million gallons per day.

At full buildout, CCCSD anticipates that the Glacier Drive site would yield about 21,000 gallons of wastewater flow per day. That amounts to less than one percent of the remaining capacity of the treatment plant.

According to CCCSD representatives, the project is not expected to cause significant adverse offsite wastewater system impacts.

Mitigation Measure XVI.e.: None Required.

Impact XVI.f. and g.: Landfills and Solid Waste. Less Than Significant. Solid waste generated within the City of Martinez is collected by a private company (BFI), taken to its Waste Recovery and Transfer Station near Martinez, and transported to the Keller Canyon landfill facility, located near Bay Point in Contra Costa County or Solano County for disposal. The proposed expansion project would result in a small increase in the amount of solid waste generated within the City of Martinez. However, the Proposed Project would not violate national, state or local standards for solid waste or litter control as the Keller Canyon facility has adequate future capacity. Based on the availability of sufficient landfill capacity, the increase in solid waste would be a less than significant impact.

The proposed project would generate short-term construction and demolition debris during construction. Contra Costa County would require as a condition of project approval, the construction contractor to file a Debris Recovery Plan prior to start of construction. Such a plan would discuss the disposal of construction and demolition debris. Prior to occupancy, the construction contractor would be required to file a Debris Recovery Report documenting the final disposal of the construction and demolition debris.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFANCE – Would the project:					
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish and wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b.	Does the project have impacts that are individually limited but cumulatively considerable? (Cumulatively considerably means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probably future projects?)		X		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

All impacts relating to aesthetics, air quality, biological resources, geology and soils, hydrology and water quality, noise, public services, traffic and transportation, and utilities and service systems can be reduced to less than significant levels with the mitigation measures identified in this document.

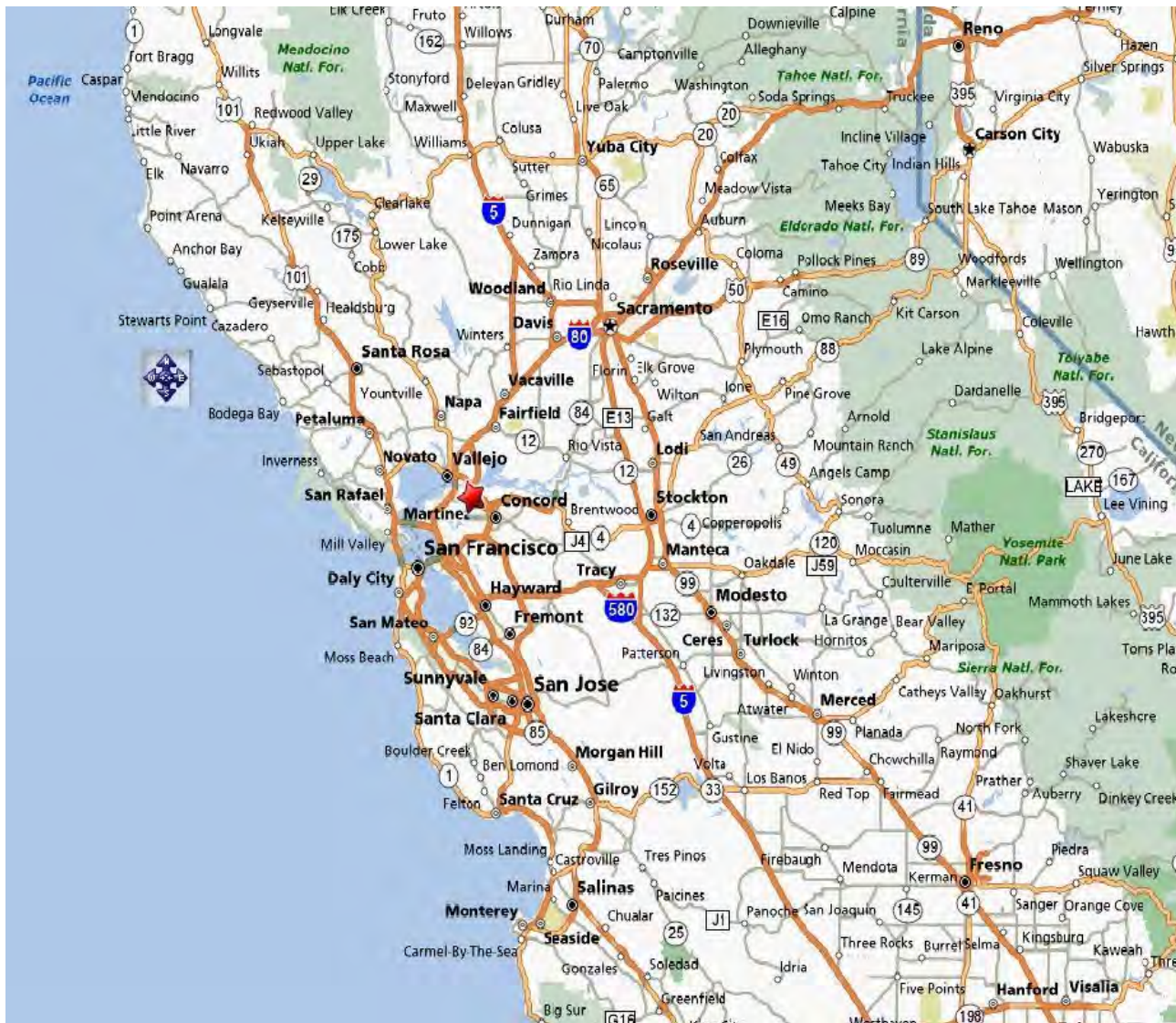


Figure 1: Vicinity Map

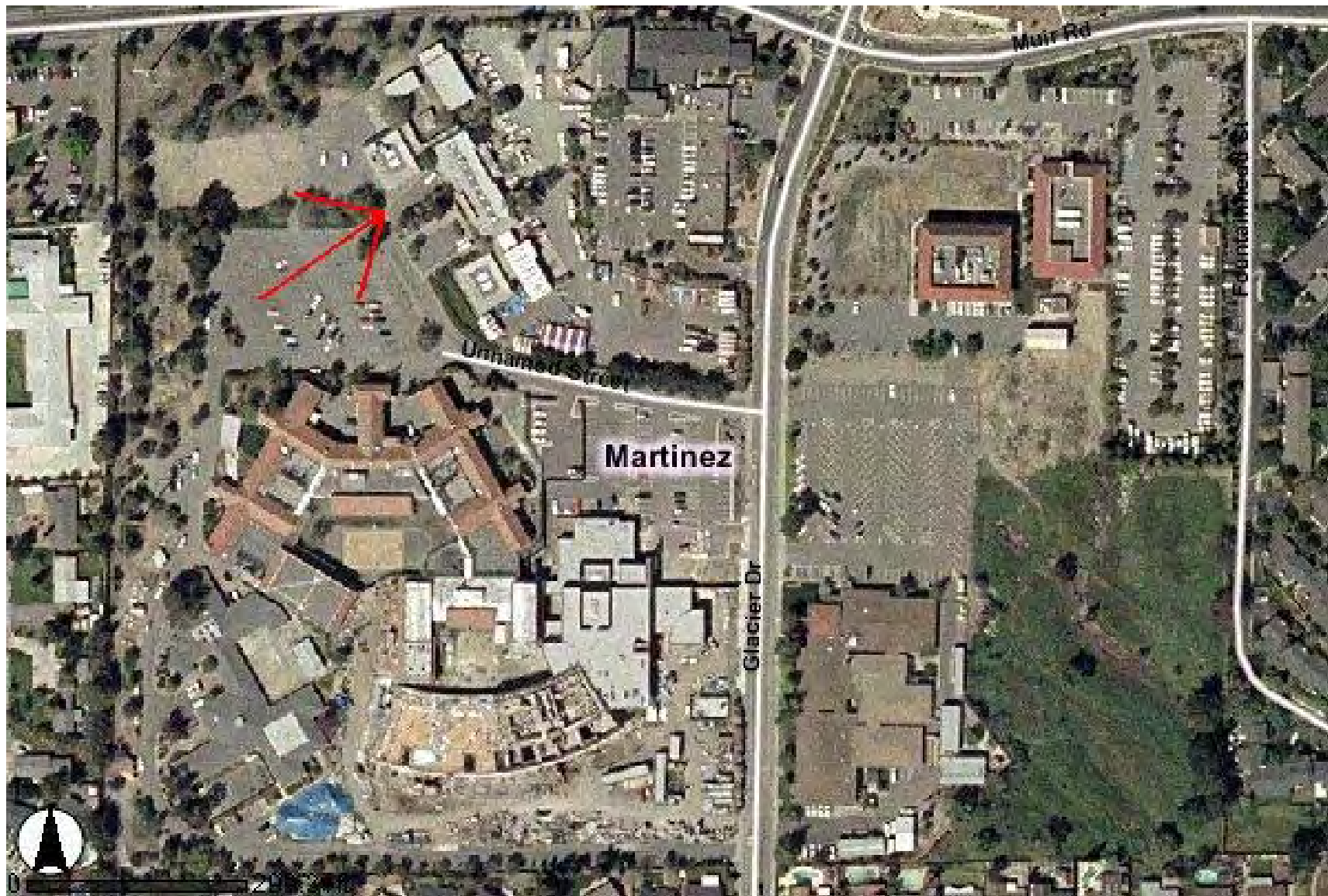


Figure 2: Site Map



View of site from Muir Road looking west



View of site from Glacier Drive



View of site from Muir Road looking east

Figure 5: Photographs of Site

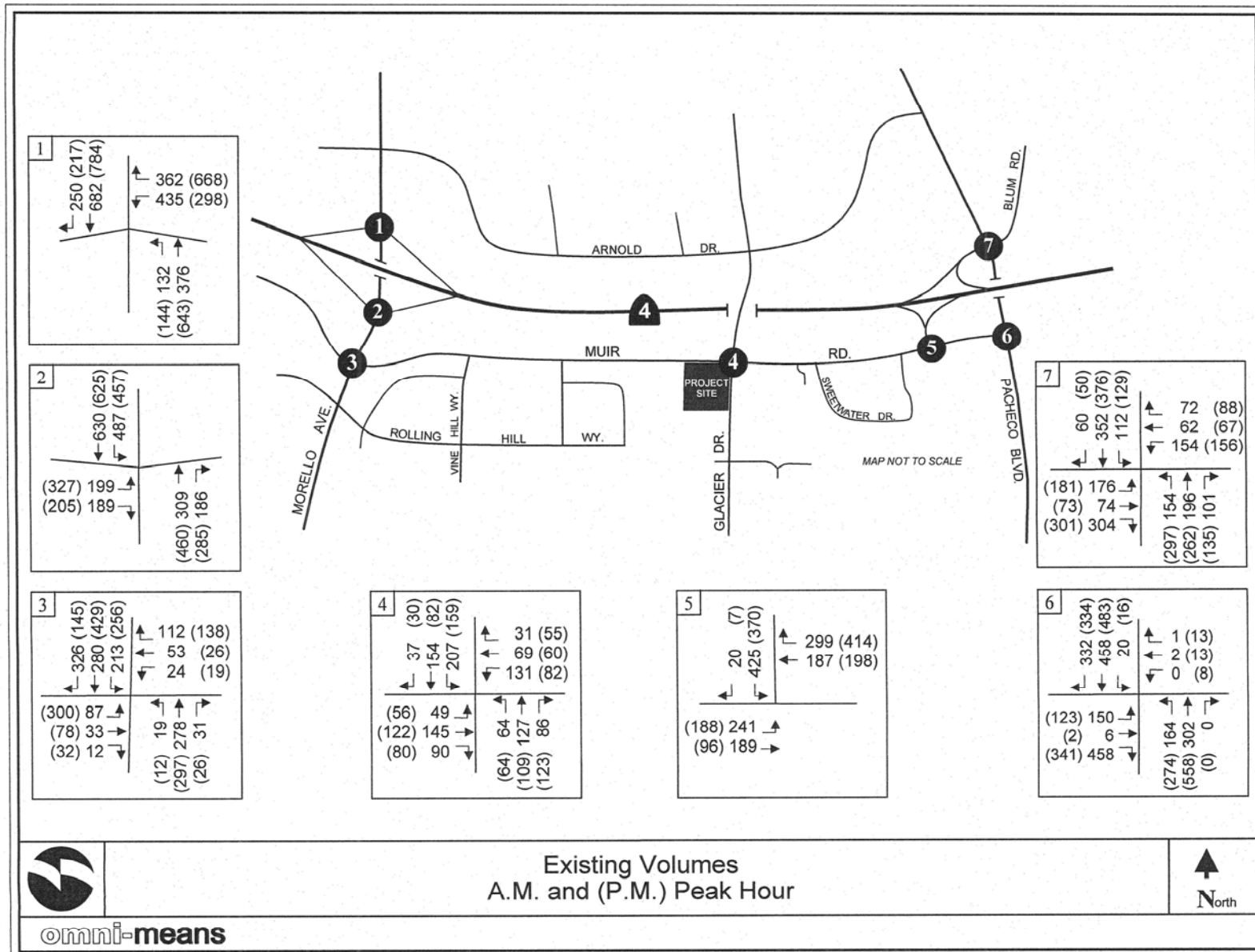


Figure 6: Existing Volumes

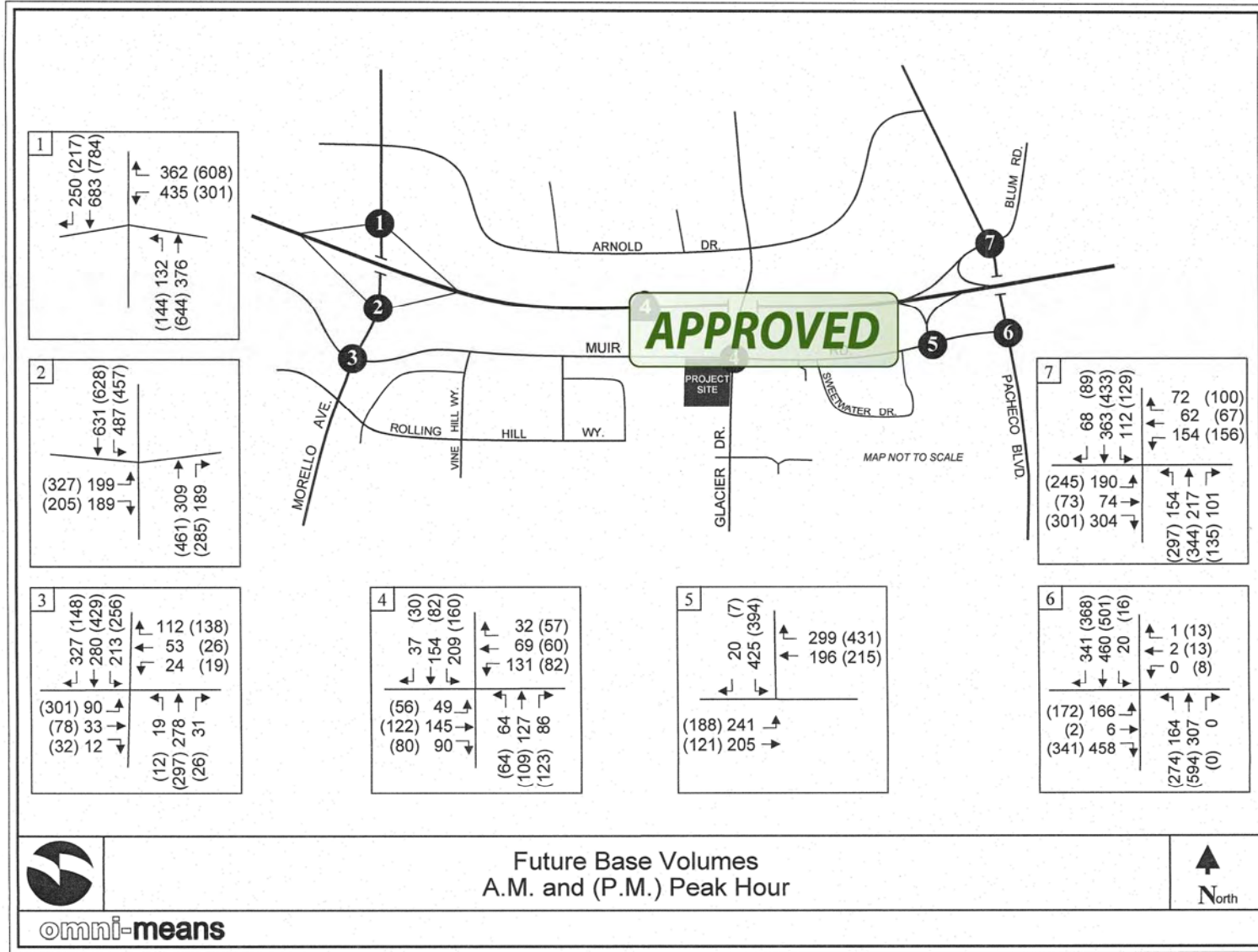


Figure 7: Future Base Volumes