



**Contra Costa County**  
*California*  
Government Information

**DRAFT  
INITIAL STUDY AND  
MITIGATED NEGATIVE DECLARATION**

**CONTRA COSTA COUNTY'S  
DISTRICT ATTORNEY'S OFFICE  
HEADQUARTERS**

**OCTOBER 2005**

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**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

	Aesthetics		Agricultural Resources	x	Air Quality
	Biological Resources	x	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		Mandatory Findings of Significance		

**DETERMINATION**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because 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.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
for Contra Costa County  
Community Development Department

## ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Contra Costa County District Attorney's Office Headquarters
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:  
Aruna Bhat, Principal Planner  
Community Development Department  
Contra Costa County  
Administration Building, 4th Floor, North Wing  
651 Pine Street  
Martinez, California 94553  
  
(925) 335-1219
4. **Project Location:** 950 Ward Street  
Martinez, California 94553

The study area is located in downtown Martinez. Las Juntas, Court, Green, and Ward Streets bound the County-owned site identified for the new building. In the past, both the County Assessor's Office and the Veterans' Memorial Building were located on this block.

Figure 1, Vicinity Map, shows the location of the site with respect to nearby communities and major roads. Figure 2, Location Map, provides a closer view of downtown Martinez.

The surrounding areas are generally characterized by a mix of low to moderate density office uses.

**North:** (across Ward Street) Contra Costa County Library

**South:** (across Green Street) Residential properties (mostly used as offices)

**East:** (across Court Street) United States Post Office

**West:** (across Las Juntas Street) parking lot and a restaurant

### History of the Site and Need for the Project

The subject property, currently owned by Contra Costa County, is developed with the County Assessor's office building and parking. The Veterans' Memorial Building, also located on the same block, is currently used for Veterans' meetings and is occasionally used by the County Courthouse for overflow court hearings and meetings. The County Assessor's building is no longer in use by the County Assessor's Office, although some records are stored there.

A 20 space parking lot is located on the southwest corner of the subject property, at Ward and Las Juntas Streets. According to the County Assessor's records, the County Assessor's building was constructed in 1941 (possibly as early as 1940) and is approximately 20,153 square feet, and the Veterans' Memorial building was constructed in 1924. It should be noted that the Sanborn fire insurance maps do not depict the current Veterans' building as having been built before at least 1949. It appears that the Veterans' Memorial hall operations may have been located in one of the former subject property buildings prior to the current development.

Over the last decade, the Office of the District Attorney has expanded its operations into multiple locations around Martinez in order to accommodate its increasing staff and caseloads. The District Attorney's headquarters office on the fourth floor of the Old Courthouse at 725 Court Street, Martinez, is overcrowded and marginally accessible to the public. Additionally, it remains unclear how much longer the District Attorney's Office will be allowed to continue occupying space at 725 Court Street due to legislation that would require the transfer of ownership of all County-owned court buildings to the State of California.

In October 2002, the County Administrator's Office instigated a study with Kava Massih Architects to evaluate the feasibility of renovating the second floor of 1111 Ward Street to provide additional space for the District Attorney's Office. Kava Massih Architects' investigation of the structural and mechanical systems for the Ward Street building revealed that proposed tenant improvements were not financially feasible given the costs associated with bringing the building up to current seismic code requirements. A different solution to the District Attorney's Office space problem is needed.

Subsequently the District Attorney, in coordination with the County Administrator's Office, initiated studies for relocating the headquarters of the District Attorney's Office to the proposed project site in downtown Martinez. Subsequently, Kava Massih Architects developed a space needs assessment, a site master plan, and a schematic design for a new office building that consolidates four separate offices into one new District Attorney Headquarters building at the proposed project site.

### **Site Characteristics**

The subject property is located in the Las Juntas physiographic region of California. The Carquinez Strait is located approximately 2,000 feet to the north of the subject property. Elevations at and around the subject property range from 10 to 15 feet (USGS, 1980).

The main soil type found on and around the subject property is comprised of the Zamora silty clay loam. The Zamora series soils consist of "well-drained soils that formed in alluvium from sedimentary rock." The soils are generally formed on alluvial fans and low terraces. According to the Contra Costa Water District, depth to groundwater in the vicinity of the subject property ranges from 9 to 16 feet below ground surface and flows to the northwest. Local groundwater conditions may vary.

### **Description of Existing Site Improvements**

The block with the proposed project has two legal parcels; the Contra Costa County Assessor's Parcel Numbers are:

- 373-267-001 (Veterans Memorial Building);
- 373-267-005 (proposed District Attorney's site);

As shown in Figures 4a, 5a, 6a, and 7a, current uses on the site include the approximately 20,153 square foot County Assessor's building and the Veterans' Memorial Building (930 Ward Street).

**5. Project Sponsors, Representative and Address:**

Brendan McDevitt, Project Manager  
URS Corporation  
100 California Street, Suite 500  
San Francisco, CA 94111-4510  
(415) 777-0188

**6. General Plan Designation:**

G (Governmental) in the Martinez General Plan

**7. Zoning:**

GF (Government Facilities) in the Martinez Zoning Code

**8. Description of Project:**

Contra Costa County proposes the construction of a four-story District Attorney's Office Headquarters (DAO) comprising approximately 53,000 square feet of building. All improvements will be located on County-owned land adjacent to the Veterans' Memorial Building with the exception of improvements to parking lots at Green and Las Juntas and Court and Mellus Streets.

The project is replacing an existing 20,153 square feet government office use (for a total of 32,847 square feet of new office). Currently a majority of the employees that will work in the new structure are already located in downtown Martinez in various offices.

The site is currently developed with several buildings and parking. In the northeast corner is the Veteran's Memorial Building, and County Assessor's Office fronts Las Juntas, Green and Court Streets. Both of these structures appear on the 1940 USGS 15 minute quadrant. The Veteran's Memorial Building is set back from the street and is landscaped with bushes, a small grass area, and numerous trees. A 20 car parking lot is located at the corner of Ward and Las Juntas Streets. There is a small structure (a transformer) and an alleyway behind the Assessor's building. The project will raze the parking lot and all of the structures on site except the Veteran's Memorial Building. That parcel, the building and its associated landscaping, will remain untouched.

The main entry will be off Ward Street via a plaza. A raised landscaped terrace will be located at the Las Juntas/Ward Street corner. Behind the Veteran's Memorial Building will be a courtyard which will connect with the plaza (to the north and west) and a connecting courtyard to the east (on Court Street). Street trees are proposed along Las Juntas and Green Streets. Trees are proposed for the plaza and the community courtyard in a small strip along Green Street (at Court Street).

The new building will be metal with glass and wood. The clear anodized aluminum has a corrugated skin which allows in light. There are recessed areas within each of the floors that include wooden decks. A wood canopy is proposed over the main entrance on Ward Street. The main entry is flush with the Veteran's Memorial Building. The entrance on Court Street is a 17 ± foot, single story structure which is designed to compliment the Post Office (in scale). The balance of the structure is approximately 65' tall. The building is designed to be energy efficient.

Construction times are proposed to be limited to 7:30 am to 5:00 pm Monday - Friday. Cut and fill is proposed to be balanced on site. Construction techniques will be selected to minimize noise and vibration.

### **Public Services**

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

- Schools: Not applicable.
- Fire and Emergency Service: Contra Costa County Fire Protection District (CCCFFPD)
- Police Services: City of Martinez Police Department and the Contra Costa County Sheriff
- Water: City of Martinez
- Storm water: City of Martinez
- 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 existing 20 space parking lot will be displaced with the new construction. No onsite parking improvements are proposed.

### **Offsite Parking**

The parking lot at Green and Las Juntas Streets will be redesigned to accommodate compact cars and add five spaces to the existing lot. The existing parking lot near Mellus and Court Streets (APN 374-07-1006) will be redesigned and expanded to include the adjacent parcel (APN 374-07-1007) to accommodate 24 new parking spaces.

### **Infrastructure**

The existing drainage facilities onsite will need to be partially reconstructed to accommodate the project. Storm drainage flows 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 also developed.

## **9. Other Public Agencies Whose 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). There are no Responsible Agencies for this project.

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 agencies include:

- The City of Martinez
- Contra Costa County Fire Protection District
- Central Contra Costa County Sanitary District
- Contra Costa County Flood Control & Water Quality Control District
- Contra Costa County Water 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, 2<sup>nd</sup> Floor North Wing, Martinez, or as otherwise noted) were consulted:

1. *The Contra Costa County General Plan 1995 – 2010* (July 1996) (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, May, June, and July 2005.
4. *Final Geotechnical Report of the District Attorney's Office, Martinez, California*, URS, June 7, 2005.
5. *Phase 1 Environmental Site Assessment of the County Assessors and Veteran's Memorial Buildings, 834 Court Street and 930 Ward Street, Martinez, California*, Clayton Environmental Consultants, August 10, 1999.
6. *Limited Subsurface Investigation at 834 Court Street and 930 Ward Street and 1111 Ward Street in Martinez California*, Clayton Environmental Consultants, August 3, 1999.
7. *Contra Costa County Parking Management Plan*, DKS Associates, September, 2000.
8. *Soil Survey of Contra Costa County, California*, Soil Conservation Service (now called the Natural Resources Conservation Service), U.S. Department of Agriculture (Sheet 9), September 1977.

9. *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, Bay Area Air Quality Management District (BAAQMD), April 1996.
10. Communications with:
  - 10a. Russ Levitt, Central Contra Costa Sanitary District
  - 10b. David Cutaia, Chief, Martinez Police Department
  - 10c. Catherine Kutsuris, Contra Costa County Community Development Department
  - 10d. Richard Carpenter, Fire Marshall, Contra Costa County Fire Protection District
  - 10e. Aruna Bhat, Contra Costa County Community Development Department
  - 10f. Renée Goldstein, Contra Costa County District Attorney's Office
  - 10g. Brendan McDevitt, URS Corporation
  - 10h. Richard Pearson, Community Development Director, City of Martinez
  - 10i. Hillary Heard, Contra Costa County Community Development Department
11. *Contra Costa County District Attorney's Office. 100% Design Development*. Kava Massih Architects, April 1, 2005.
- 12a. *Public Review Draft, Martinez Downtown Specific Plan*, City of Martinez, November, 2004 (available online).
- 12b. *Public Review Draft, Martinez Downtown Specific Plan DEIR*, LSA Associates, December 2004. (available online).
13. *Traffic and Parking Analysis*, George Nickelson, July 2005.
14. *Downtown Martinez Parking Court Results* (memo to Mr. Tim Rood, Calthorpe Associates from Mr. Chris Gray), Fehr & Peers Transportation Consultants, October 17, 2003.

## ENVIRONMENTAL CHECKLIST

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> - Would the proposal:					
a.	Have a substantial adverse effect on scenic vista? ( <i>Sources 1, 11</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, 11</i> )				X
c.	Substantially degrade the existing visual character or quality of the site and its surroundings? ( <i>Sources 1, 11, 12</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, 11</i> )			X	

### Preface

The clear anodized aluminum panels will be corrugated which creates a shadowed surface. This keeps the metal from producing glare. In addition, the metal surface will quickly patina dulling the anodized surface. This effect will be quickened by the building's proximity to the bay.

**Impact I.a. and b.: No Impact.** The site is a completely developed office property, located in downtown Martinez. It is neither within a scenic vista nor near a scenic highway and therefore no impacts to scenic vistas or highways will occur.

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

**Impact I.c.: Less Than Significant Impact.** The project site (the city block) has three components: the Veterans' Memorial Building the 20 space parking lot; and the complex of structures that formerly housed the County Assessor's office. The Assessor's former office will be demolished and the proposed District Attorney's office headquarters constructed.

Buildings within the local area have many different architectural styles. There is no common architectural theme for the newer (past 1980's) buildings.

The site is visible from all four streets around the site. This area of Martinez is in transition with buildings being replaced by new construction and some County offices relocating to other areas of Martinez. In the past twenty years the County has constructed the Family Law Building, the Detention Facility, the Administration Building and the Clerk-Records Building. All of these buildings have different design themes, however they all have strong vertical elements, and are contemporary architecture. Some have glass elements, while others have brick elements.

The building is metal, glass and wood and is of a different style than most nearby older buildings. The proposal calls for planting of large size containers of fast growing, tall trees as well as shrubbery. Once the new vegetation matures, it should effectively provide some

screening to the bulk of the new building from both Las Juntas and Green Streets and “soften” the view.

Although the views into the site will be impacted, the site appears to lend itself to the proposed development. The parking lot will be eliminated and replaced by a plaza, a planting bed and trees. The proposed development is in scale with the newer adjacent developments. The building height is “stepped” back from Ward Street with a canopy (see Figure 8). Recessed areas along the upper floors also provide some relief. The Court Street side of the building is designed to compliment the Post Office building.

The new building will result in more open area (plaza) and have more vegetation (trees) than currently exists on the site.

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

**Impact I.d.: Less Than Significant Impact.** Construction of the 53,000 square foot structure will affect the amount and glare emanating from the site. Outdoor lighting associated with the proposed development is to be designed and located to minimize ambient light levels for any given application, consistent with public safety standards. 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 lighting sources. The skin of the structure will patina, dulling the anodized surface, thus reducing the potential for glare.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURAL RESOURCES</b> - 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? <i>(Source 1)</i>				X
b.	Conflict with existing zoning for Agricultural use or a Williamson Act contract. <i>(Sources 8)</i>				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? <i>(Source 8)</i>				X

**Impact II.a., b. and c.: No Impact:** According to the Contra Costa County General Plan 1990-2005, 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, and the entire site is developed as are adjacent properties. Development will neither conflict with any agricultural uses, or result in the potential conversion of other soils to normal agricultural developed uses as this is an infill project

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> - 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>Source 9</i> )			X	
b.	Violate any air quality standard or contribute to an existing or projected air quality violation? ( <i>Source 9</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>Source 9</i> )			X	
d.	Expose sensitive receptors to substantial pollutant concentrations? ( <i>Source 9</i> )		X		
e.	Create objectionable odors affecting a substantial number of people? ( <i>Source 9</i> )				X

## Preface

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.

**Impact III. a., b. and c.: No Impact.** 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 to those general plans would not have significant cumulative impacts.

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. 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%. The project would result in no net increase of new vehicle trips per day, as most of the employees are already located downtown and those that are being relocated into downtown (District Attorney's staff) would be more than offset by those relocating out of the area (Assessor's staff). 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. Since the project meets these criteria, dispersion modeling is not necessary to identify that impacts on offsite sensitive receptors are 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 (PM<sub>10</sub>) 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 PM<sub>10</sub>, the BAAQMD has established thresholds of significance for air pollutants. These thresholds are for ozone precursors (reactive organic gases and nitrogen oxides) and PM<sub>10</sub>. The District is considered to have attained carbon monoxide standards.

Build out of the project would result in the construction or modification of stationary air pollutant sources. Such sources could include combustion emissions from boilers used for heating and cooling and possibly standby emergency generators. However, the project would only add a few new trips to existing traffic as most employees are already working in the downtown area. Additionally, the project would replace old inefficient heating and cooling systems with modern equipment that will produce considerably fewer emissions. Therefore the project would not add substantially to daily emissions.

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.a., b. and c.:** None Required.

**Impact III.d.1: 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 offices and residences could be adversely affected by dust generated during construction activities.

Although grading and construction activities would be temporary, they would have the potential to cause both nuisance and health air quality impacts. PM<sub>10</sub> is the pollutant of greatest concern associated with dust. If uncontrolled, PM<sub>10</sub> 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:** 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, as necessary.
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, as necessary.
3. Pave, apply water at least twice daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas, as necessary.
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, as necessary.
5. Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (i.e., previously-graded areas that are inactive for 10 days or more), as necessary.
6. Enclose, cover, water twice daily, or apply (non-toxic) soil binders to exposed stockpiles, as necessary.
7. Limit traffic speeds on any unpaved roads to 15 mph, as necessary.
8. Replant vegetation in disturbed areas as quickly as possible, as necessary.
9. Suspend construction activities that cause visible dust plumes to extend beyond the construction site, as necessary.
10. 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, as necessary.

**Responsibility and Monitoring:** The contractor shall submit the monthly construction report to the Contra Costa County Community Development Department and Building Inspection Department for review.

**Impact III.d.2.: 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 poses 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.:** Implementation of the following measures will 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.

**Responsibility and Monitoring:** The Contra Costa County Community Development Department shall review and approve the development plans for inclusion of the measures. The Contra Costa County Building Inspection Division shall review the monthly construction report.

**Impact III.e.: 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
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>					
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and game or U.S. Fish and Wildlife Service? <i>(Sources 1, 11)</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 1, 11)</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 1, 11)</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 1, 11)</i>				X
e.	Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? <i>(Sources 1, 11)</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, 11)</i>				X

**Impact IV.a. - f.:** **No Impact.** Suitable habitat for special-status species is completely absent on the site, there is a no possibility that a species could be present or could be adversely affected. Sensitive natural community types are absent on the site. Proposed improvements would not result in fill or modifications to potential wetlands on the site as this is a completely disturbed urban site.

The proposed project will not be expected to interfere substantially with the movement of wildlife nor 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. The proposed project would conform to relevant policies in the Contra Costa County and Martinez General Plans

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. a. - f.:** None Required.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES – Would the project:</b>					
a.	Cause a substantial adverse change in the significance of a historic resource as defined in 15064.5? ( <i>Source 1, 2, 5, 12b</i> )		X		
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? ( <i>Source 1, 2, 5, 12b</i> )			X	
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ( <i>Sources 1, 2, 4, 5, 12b</i> )				X
d.	Disturb any human remains, including those interred outside of formal cemeteries? ( <i>Source 1, 2, 5, 12b</i> )			X	

## Preface

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 in a flat area near what used to be an ephemeral creek. Given this setting, there is a moderate potential for Native American sites in the project area, however review of historical literature and maps give no indication of any documented cultural resources.

The historical research presented in this section has established the use of the subject property since 1897. From at least 1897-1949 the subject property was developed with a church, a residential dwelling, and a carriage house which included a gasoline machine storage building. A machine shop was formally located in a portion of the County Assessor's building that is currently used for file storage.

Information gathered during the Phase 1, Environmental Site Assessment, indicated that the current structures at the subject property were developed by at least 1958. The document indicates that between 1958 and 1961 the Veterans' Memorial Building was occupied by the California Highway Patrol. A swimming pool, depicted on the 1958 and 1961 Sanborn Fire Insurance maps, was located on the site. The pool was filled with cement and this portion of the building is currently used for occasional court hearings.

**Impact V.a. and b.: Less Than Significant with Mitigation.** The California Historical Resources Information System (Northwest Information Center at Sonoma State University) reviewed records and literature for the project site. The review of literature and maps gave no indication of historic period cultural resources with the project area. However, it is known that the Courthouse block is on the Historic Register and the Veteran's Memorial building is on the Martinez Historic Resources Inventory.

There is a possibility of identifying Native American sites and historic-period archaeological resources in the project area. As there are no exposed soils on the site, further onsite surveys would provide no additional visual information. The Office of Historic Preservation has

determined that buildings 45 years or older may have historic significance and none of the existing buildings on the property have been formally evaluated. The former Assessor's office has been remodeled on multiple occasions and the original architectural style has been compromised. The new construction will be as compatible with the known Federal Register sites as all of the other "newer" buildings, as all of the newer construction (see discussion under Impact I.c) have different design themes. Additionally, the Veteran's Memorial building and its existing vegetation will remain, thereby "softening" the view of the proposed DA Building from the Courthouse.

**Mitigation Measure V.a. and b.:** Due to the possibility that the area contains prehistoric or historical archeological deposits, ground-disturbing activities associated with the project might have the potential to result in impacts to cultural resources. Therefore, if deposits of prehistoric or historical materials are encountered during project activities, all work within the immediate vicinity of the finds shall be halted to prevent damage to the deposit, and a professional archeologist shall be contacted to evaluate the California Register eligibility of the finds. If the finds are not eligible, further protection is not necessary. If the finds are eligible, they would need to be avoided or be mitigated in accordance with the recommendations of the evaluating archeologist.

**Responsibility and Monitoring:** The Contra Costa County Community Development Department shall confirm that the recommendations of the archeologist (for the mitigation of adverse effects) are followed by the Project Sponsor.

**Impact V.c.: No Impact.** The site is not identified in the Contra Costa County General Plan or the Martinez Draft Downtown Specific Plan EIR, as having the potential for paleontological resources of unique geologic features. The site is underlain quaternary and alluvial deposits, generally too young to be paleontologically significant. This finding is consistent with the findings of the Geotechnical Report prepared for the site.

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

**Impact V.d.: Less Than Significant.** There is the potential that if human remains may be found during construction, Contra Costa County's standard measures shall be implemented as a condition of approval. The condition shall state that 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.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS</b> – Would the project:					
a.	Expose people or structures to potential substantial adverse effects, including the risk or loss, injury, or death, involving: <i>(Source 4)</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>(Source 4)</i>			X	
ii.	Strong seismic ground shaking? <i>(Source 4)</i>			X	
iii.	Seismic-related ground failure, including liquefactions? <i>(Source 4)</i>				X
iv.	Landslides? <i>(Source 4)</i>				X
b.	Result in substantial soil erosion or the loss of topsoil? <i>(Source 4)</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>(Source 4)</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>(Source 4)</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>(Source 4)</i>				X

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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. The project site is not within an Alquist-Priolo Special Study Zone. Faulting has been mapped in the area, but these faults are not considered capable of producing ground shaking resulting in potential ground rupture hazard.

A Final Geotechnical Evaluation has been prepared for the site, available for review at Contra Costa County Community Development Department. A summary of the report is contained in Appendix B.

**Impact VI.a.i.: Less Than Significant.** The site is located in the San Francisco Bay Region and will likely be subjected to strong shaking during the life of the proposed building (seismic Zone = 4). Several known faults in the region have the potential to generate strong shaking at

the site. Those faults are listed in the table below along with the distance from the site and classification based on the Uniform Building Code (UBC, 1997).

**TABLE VI-I: Known Faults**

<b>Fault</b>	<b>Distance (km)</b>	<b>Fault Type Per UBC</b>
Concord Fault	4.6	B
Green Valley Fault at north bank of Carquinez Straits	7.5	B
Hayward Fault	17.5	A
San Andreas Fault	47.1	A
Calaveras Fault (northern mapped extension in Danville)	25.4	A

The subsurface conditions consist of alluvium deposits with bedrock at 50 to 58 feet below the ground surface. The soil profile type S<sub>E</sub> is appropriate to represent the subsurface conditions at this site (in accordance with UBC, 1997). The near source factors of the UBC should be applied due to the proximity of the site to Concord fault.

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

**Impact VI.a.ii., a.iii., a.iv. and c.:** **Less Than Significant.** The boring performed for this study show the subsurface profile predominantly consists of silty and sandy lean and fat clay, with lesser amounts of imbedded clayey and sandy silt and silty and clayey sand with some gravel. The consistency of the cohesive material generally ranges from soft to very stiff, typically being soft at shallow depth (less than 25 feet) and becoming very stiff at greater depths. The plasticity of the cohesive material ranges from low to high. Potentially liquefiable layer of silty sand/sand was encountered in all borings drilled for this study at variable depths between 25 and 50 feet below ground surface.

Liquefaction is a phenomenon during which loose, saturated, cohesionless soils (generally sands) temporarily lose shear strength during ground shaking induced by severe earthquakes. Significant factors known to affect the liquefaction potential of soils include grain size distribution, relative density, degree of saturation, the confining stresses acting on the soils, the quality of the soil fines fraction, and the characteristics of the earthquakes, such as the intensity and duration of the ground shaking. According to the Knudsen et al, 2000, the alluvium that underlines the site has a “high” liquefaction susceptibility.

The liquefaction potential for site was evaluated using the appropriate procedures. Settlements are associated with liquefaction of the silty and clean sand layers. However, since these layers are relatively deep in the soil profile, it was concluded the liquefaction-induced ground damage at the surface would be minor. The post-liquefaction settlements may result in loading to drilled piers, but settlements of the piers are expected to be less than the ground surface settlements. In addition, neither sand boils nor lateral spreading (no free face or sloping ground exists at this site) is expected to occur.

**Mitigation Measure VI.a.ii., a.iii., a.iv. and.c.:** None Required.

**Impact VI.b.:** **Less Than Significant With Mitigation.** The site will be disturbed for the construction of the buildings and parking. The exposed ground surface is then 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 previously disturbed acres. Construction activities will be limited to 0.68 acres. Erosion control and water quality maintenance measures during and after project construction, must be prepared for the proposed project.

**Mitigation Measure VI.b.:** 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 this 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.

**Responsibility and Monitoring:** The Contractor shall prepare and submit an erosion control plan within 30 days from the Notice to Proceed. The plan shall be reviewed and approved by the Contra Costa County Community Development Department and Building Inspection Department.

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

**Responsibility and Monitoring:** The Contra Costa County Community Development Department shall review and approve the Development Plans.

**Impact VI.e.: No Impact.** As noted in the discussion of Utilities and Services Systems (see Checklist Item XV1.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
<b>VII. HAZARDS AND HAZARDOUS MATERIALS –</b> Would the project:					
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ( <i>Sources 1, 2, 5, 6</i> )				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? ( <i>Sources 1, 2, 5, 6</i> )				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? ( <i>Sources 1, 2, 5, 6</i> )				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? ( <i>Sources 1,2, 5, 6</i> )		X		

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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.

**Impact VII.a., b., and c.:** **No Impact.** Operation of the Proposed Project addition would not emit or use hazardous substances. Hazardous materials that could create significant environmental impacts would not be present on, or be 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.

Educational facilities are located in proximity to the Proposed Project. However, as explained above, no acutely hazardous materials, substances or wastes would be emitted from the Proposed Project.

**Mitigation Measure VII.a., b., and c.:** None Required.

**Impact VII.d.:** **Less Than Significant With Mitigation.** Clayton’s Environmental Consultants (Clayton) prepared a Phase I Environmental Site Assessment of the subject property (August 10, 1999) and several environmental conditions were revealed in connection with the subject property:

*County Assessor's and Veterans' Memorial Building (Site 1), 834 Court Street and 930 Ward Street*

- An auto supply store and machine shop were formally located in the southwestern portion of the County Assessor's Building from at least 1958 to 1961
- Prior to the construction of the County Assessor's and Veterans' Memorial buildings, a carriage house building with a gasoline machine storage were located on the northern portion of the subject property.

Based on the data gathered during this investigation, Clayton draws the following conclusions:

*County Assessor's and Veterans' Memorial Building (Site 1), 834 Court Street and 930 Ward Street*

- Low levels of Total Petroleum Hydrocarbons (TPH), such as diesel and motor oil, were detected in the soil samples collected from the former auto service building located in the northeast of the Public Health building.
- Also detected were low levels of TPH as gasoline, ethylbenzene and xylenes, and an elevated total lead concentration. The total lead concentration of 88 ppm is well below the USEPA-PRG limits for both residential and industrial soils.

Based on the results of this limited subsurface investigation, the concentrations of chemicals detected in the samples collected do not appear to pose a significant environmental concern. However, Clayton conducted limited soil sampling in accessible areas of the subject property, and no groundwater samples were collected. Based on the historical uses of the subject property, and the fact that some petroleum hydrocarbons were detected in the soil, the possibility exists that other areas with environmental impacts are currently covered with asphalt and buildings.

**Mitigation Measure VII.d.:** Clayton recommends that environmental oversight be conducted during any demolition or remodeling activities which may expose the soils at the subject property. In addition, disturbed soil will be off-hauled and disposed should be characterized prior to removal. Clayton also recommends evaluating groundwater conditions for TPH and Volatile Organic Compounds (VOCs).

**Responsibility and Monitoring:** During grading, the Contra Costa County Department of Environmental Health shall be apprised of any subsurface discoveries. If necessary, a mitigation plan shall be developed to the satisfaction of the County Environmental Health Department and proof of compliance shall be provided to Contra Costa County Community Development Department .

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VIII. HYDROLOGY AND WATER QUALITY –</b> 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
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

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The area of disturbance includes the parking area and the various on site structures that comprise the former County Assessor's Building and the secondhand clothing store (does not include the Veterans' Memorial Building parcel). This area of disturbance has no permeable surfaces. It is 100% impermeable. The proposed development will increase the area of permeable surface by almost 100 square feet, in addition to the infiltration associated with the proposed street trees.

**Impact VIII.a. and f.: Less Than Significant With Mitigation.** The District Attorney's Office Building construction will add an additional 100 square feet of pervious surface to the County owned parcel.

Rooftops are catchment areas for particulates that are emitted from local and regional industry. Local industry includes oil refineries that are on the EPA's Toxic Release Inventory (TRI) list, with several 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. Untreated water from these rooftops will flow directly into the storm drains connected directly to roof drains. Since the District Attorney's Office construction will be adding approximately 100 square feet of pervious surface to the site, new C.3 regulations (that mandate these regulations are designed to prevent onsite and offsite erosion and flooding from increased flows into the system) do not apply to this project. However, all projects are subject to Clean Water Act regulations that require implementation of Best Management Practices (BMP) for both temporary (construction related) and long term (permanent treatment) conditions.

**Mitigation Measure VIII.a. and f.:** Drainage on the site and in the landscaped areas should be developed to reflect BMP's for stormwater retention. Design suggestions on improving water quality shall be incorporated into project plans including designs such as:

- At construction site gates, a bed of gravel and a berm will be constructed to capture particulates and contain runoff;
- areas that include biofilters and planters;
- pervious and hybrid parking lots (i.e. combinations of surfaces that have pervious qualities), and;
- roof runoff controls.

**Responsibility and Monitoring:** The Building Inspection Department shall ensure that the appropriate agencies, including the Contra Costa County Flood Control & Water Quality Division (CCCFD and WCD) and the Contra Costa County Department of Public Works (DPW), have reviewed and approved the plans.

**Impact VIII.b., c., d., and e.: No Impact.** No impact will result of this project as on-site recharge will continue at approximately the same rates as current conditions. There are no nearby wells that will be affected by the project.

**Mitigation Measure VIII.b., c., d. and e.:** None Required.

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

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

**Impact VIII.i. and j.: 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
<b>IX. LAND USE AND PLANNING</b> – Would the project:					
a.	Physically divide an established community? ( <i>Sources 1, 2, 10g, 11, 12</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, 10g, 11, 12</i> )				X
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan? ( <i>Sources 1, 2, 10g, 11, 12</i> )				X

**Impact IX.a. No Impact.** The Proposed Project is located on a site that is surrounded by similar uses. As a result, project implementation would not physically divide an established community.

**Mitigation Measure IX.a.:** None Required.

**Impact IX.b. No Impact.** The project site is designated CD (Commercial) 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 Proposed Project would continue and expand the existing onsite uses. The City of Martinez is currently developing a Specific Plan for downtown Martinez. Within the Plan is a designation for a Civic District. This plan has not yet been adopted. However, the intent of the Civic District is to... *“provide a center for the existing functions and future expansion of the Contra Costa County government, including administrative, judicial and correctional facilities, and for federal, state and local civic facilities.”*

A portion of the Civic District also falls into the Downtown Historic Overlay District, which provides standards for rehabilitation and new construction that are intended to preserve and enhance the historic character of the Downtown. Careful and compatible design of new development is important in maintaining the District’s character and unique sense of identity.

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. The project would not conflict with the site’s land use designation or policies of the Contra Costa County or Martinez General Plans, thus resulting in no impact.

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

**Impact IX.c. No Impact.** The Proposed Project is located in Downtown Martinez on developed property. Development would not conflict with any local, regional, State, or Federal Habitat Conservation Plan, Natural Community Conservation Plan. 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
<b>X. MINERAL RIGHTS</b> – 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>(Source 4)</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>(Source 4)</i>				X

**Impact X.a. and b.: No Impact.** The site is not identified in the Final Geotechnical Report as having any mineral resources determined as important or mined in the County (crushed rock, shale, and sand and sandstone). 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
<b>XI. NOISE – Would the project:</b>					
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 2, 10g</i> )			X	
b.	Exposure of persons to, or generation of, excessive ground borne vibration or ground borne noise levels? ( <i>Sources 2, 10g</i> )		X		
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ( <i>Sources 2, 10g</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 2, 10g</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 2, 10g</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 2, 10g</i> )				X

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Land uses in the vicinity of the project site primarily include existing government buildings and supporting office buildings. The only residences are one block removed, south of Green Street. The noise environment at the site results primarily from vehicular traffic along local streets. 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<sub>dn</sub>. 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.

**Impact XI.a.: Less Than Significant.** The noise environment at the project site is expected to be comparable to existing conditions 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.: Less Than Significant With Mitigation.** Vibration levels associated with the construction are not expected to result in levels high enough to cause cosmetic or structural damage. However, depending on the proximity of existing structures to the construction area and the methods of construction used, the potential exists to generate vibration levels that may be perceptible to local uses. A non vibratory/low-impacted construction technique is being considered (a steel H-pile with possible pre-drilling down to 10-20 feet to minimize vibration). The demolition site excavation and foundation preparation period is estimated to be no longer than two months.

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

1. notifying neighbors (property owners, residents and/or tenants) of scheduled construction activities,
2. scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect neighbors, and
3. Pile driving, if necessary, shall be used to the least extent possible.

**Responsibility and Monitoring:** The Building Inspection Department shall review and approve the development plans to ensure that the construction noise controls are in place.

**Impact XI.c.: No Impact.** Traffic noise generated by the project is not projected to increase noise levels by more than 1dB above the existing noise environment. The project does not propose changes in traffic that are substantial enough (as most employees are already situated downtown) to provide a noticeable increase the noise environment at the nearby receivers (noise level increases of less than 1 dB are not noticeable to human hearing).

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

**Impact XI.d.: 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 residential area located to the south and east of the site across behind the offices on Green Street. These residences are located approximately 50 feet from the proposed project, separated from the site by existing offices. Existing ambient daytime noise levels at adjacent residences range from approximately 54 to 62 dBA Leq. At

times, noise levels produced by heavy equipment may interfere with normal residential activities, especially during the pavement removal or grading.

Typically, small, 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.:** 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. Limit normal construction activities to daytime hours (7:30 am to 5:00 pm) Monday through Friday.
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. 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 complains (e.g., starting to 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.

**Responsibility and Monitoring:** The Contra Costa County Building Inspection Department shall review and approve the development plans to ensure that the construction noise controls are in place during construction.

**Impact XI.e. and f.: 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
<b>XII. POPULATION AND HOUSING</b> – 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, 10g)				X
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources 1, 2, 10g)				X
c.	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere? (Sources 1, 2, 10g)				X

**Impact XII.a. No Impact.** Construction of the District Attorney’s Office Headquarters is not likely to provide an increase in related jobs in the area. As there will be very few new full time jobs created. While some of the full and part time employees will move from existing facilities, those facilities will then become available for other comparable uses, which may result in some secondary inputs. The increase in construction work would be short-term, and the increase in demand for housing as a result of new permanent employment (even secondary employment) could likely be accommodated by the normal turnover in rental housing and planned increases 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.:** **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
<b>XIII. PUBLIC SERVICES</b> – 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, 10d</i> )			X	
2. Police Protection ( <i>Sources 1, 2, 10a</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. Less Than Significant Impact.** The Contra Costa County 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 approximately 300,000 people. The CCCFPD has 30 stations throughout the District and 400 personnel. The CCCFPD has two fire stations that will serve the project area. These stations are located at 521 Jones Street (Station 14) and 1240 Shell Avenue (Station 12, outside city limits) in Martinez. Three personnel per station (captain, engineer, fire fighter) operate a total of four vehicles, including:

- One Type I fire engine (the “classic” fire engine, with a 1,500-gallon per minute (gpm) pump, 400-gallon water tank, and a 20-foot ladder)
- Two Type III vehicles (a small four-wheel drive engine for wild land fires, with a 500-gpm pump and a 500 gallon water tank, 24-foot ladder)
- One 75-foot “Quint” vehicle (a mid-sized four-wheeled drive engine with a 2,000-gpm pump, 500 gallon water tank and an aerial ladder).

Approximately 80% of the calls received by Stations 12 and 14 are medical emergencies, 10-13% building, vegetation, and vehicle fires, and 7% miscellaneous calls (gas meter/line, flooding).

Average response time from Stations 12 and 14 to downtown Martinez is less than four minutes.

All of the new construction 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.

However, the Project Sponsors will be conditioned to submit a preliminary set of drawings to the Fire District for review and approval for issues relating to sprinklers and construction.

**Impact XIII.a.2.: 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. The MPD operates one station, located at 525 Henrietta Street in Martinez with a staff of 66 sworn officers. The Martinez Police Patrol Division responds to calls for service, including 911 calls. Patrol officers work a 3/12 shift plan in a variety of patrol assignments, including a K-9, traffic motorcycle, bicycle patrol and off-road motorcycle. Martinez police cars are equipped with mobile data computers (MDTs) linked to the Police Departments Computer Aided Dispatch System (CAD). The Patrol Division Consists of one lieutenant (division commander), four sergeants (watch commanders), four corporals, and eighteen officers. Response times within the City limits depend upon the priority of the call, with emergency calls being more urgent than non-emergency calls. As of July 2003, actual responses times to emergency calls averaged four minutes. The average actual response time for non-emergency calls as of July 2003 was 10 minutes.

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.

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

**Impact XIII.a.3.: 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.: 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.: 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
<b>XIV. RECREATION</b> – 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, 11, 12</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, 11, 12</i> )				X

**Impact XIV.a. and b.: No Impact.** The Proposed Project includes an area onsite for passive onsite recreation, therefore, no impacts to neighborhood facilities are anticipated.

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

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC – Would the project:</b>					
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? ( <i>Sources 1, 2, 11, 12, 13</i> )			X	
b.	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways? ( <i>Sources 1, 2, 11, 12, 13</i> )				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? ( <i>Sources 1, 2, 11, 12</i> )				X
d.	Substantially increase hazards due to a design feature (i.e., sharp curves or dangerous intersections) or incompatible uses (i.e., farm equipment)? ( <i>Sources 1, 2, 11, 12</i> )				X
e.	Result in inadequate emergency access? ( <i>Sources 1, 2, 11, 12</i> )				X
f.	Result in inadequate parking capacity? ( <i>Sources 1, 2, 11, 12, 13, 14</i> )		X		
g.	Conflict with adopted policies, plans, or programs supporting alternative transportation (i.e., bus turnouts, bicycle racks)? ( <i>Sources 1, 2, 11, 12</i> )				X

**Preface**

**Existing Traffic Conditions**

Streets that provide access around the Project Site include Ward Street, Green Street, Las Juntas Street, and Court Street (see Figure 9).

**Traffic Volumes**

The *Downtown Martinez Draft Specific Plan EIR* provides analyses of the following seven intersections within and peripheral to downtown Martinez:

- Marina Vista Avenue/Court Street
- Marina Vista Avenue/Ferry Street
- Marina Vista Avenue/Berrellessa Street
- Escobar Street/Alhambra Avenue
- Ward Street/Court Street

- Alhambra Way/Alhambra Avenue
- Pacheco Boulevard/Shell Avenue

These intersections were counted and the AM and PM peak commute hour volumes were identified in the Specific Plan DEIR.

### Traffic Flow Conditions

The Specific Plan DEIR calculated the AM and PM peak commute hour Level of Service (LOS) for the seven study intersections. These calculations indicate that all of the intersections are operating at LOS “C” or better. This would be considered very satisfactory operations for urban peak commute hour flows.

### Traffic Operations Effects

As indicated in the trip generation discussion, the net effect of relocating Assessor’s office staff and the proposed District Attorney’s office would be a reduction in County staff commuting in/out of downtown Martinez. As outlined in the discussion of existing conditions, the Specific Plan DEIR determined that key intersections within and peripheral to downtown Martinez are all operating at LOS “C” or better. The proposed District Attorney’s office project would result in no measurable change in these intersection operating conditions.

**Impact XV.a.: Less Than Significant Impact.** As noted above, the project would involve the relocation of 34 District Attorney staff into downtown Martinez. However, the project site was vacated within the last year with 50 Assessor’s office staff being relocated outside the downtown. As a result, the 34 new downtown District Attorney staff would be more than offset by the 50 relocated Assessor’s office staff. There would be no increase in peak commute hour trips in/out of the downtown.

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

**Impact XV.c. and d.:** **No Impact.** The project will have no effect on air traffic or on any existing design features (i.e., curves, intersection), or other use as no new roads will be constructed.

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

**Impact XV.e.** **No Impact.** The project will have emergency access points at all accesses.

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

### Existing Parking Conditions

#### Overall Downtown Parking Conditions

The overall downtown Martinez parking conditions were analyzed in the City’s Specific Plan DEIR. Based on that document, there are a total of 3,100 public and private parking spaces in the downtown area. These include 1,600 spaces in public and private parking lots and 1,500 public on-street (curb) spaces. The parking facilities were surveyed as a part of the Specific Plan DEIR, and the maximum overall parking occupancy was 63%. The DEIR found that the parking demand is relatively consistent throughout the day.

## Parking Conditions in Project Vicinity

As a part of the analysis for the proposed District Attorney Office project, parking conditions were surveyed in the immediate vicinity of the project site. The project block (bounded by Ward, Green, Las Juntas and Court streets) contains a 20 space parking lot, including 16 spaces “reserved for County employees,” two spaces “reserved for Library staff,” one space “reserved for the Juvenile Hall Auxiliary” and one handicapped space. There are also 22 curb spaces on the Ward, Las Juntas and Green street frontages of the block (there are no curb spaces on the Court Street frontage).

Consideration has also been given to available parking within a 3-4 block (about 1,000 feet) radius. The 1,000-foot radius represents a reasonable walking distance for long-term employee parking. Within this area there are numerous public parking lots, but the Consultant’s parking surveys and observations indicate that these facilities are over 90% occupied (including the public and employee lots off of Pine Street, Marina Vista and Escobar Street). Because a 90% occupancy would be considered capacity (a 10% vacancy is needed to allow for normal parking turnover and to reduce the time needed for motorists to find a space), these public lots would not be considered suitable for accommodating any excess demand generated by the proposed project. Based on extensive surveys conducted as a part of the *Draft Downtown Specific Plan*, the 1,000 foot radius from the project site encompasses a total of 441 unmetered and 10-hour metered spaces. There are also a total of about 470 2-hour and 4-hour metered spaces, but these spaces would be less desirable for the all-day parking needs of employees.

The occupancy of the long term (10-hour metered and unmetered) curb spaces has also been based on surveys conducted as a part of the *Draft Downtown Specific Plan*. These surveys were conducted on a Monday, the highest parking demand day due to the greater presence of jurors at the County court buildings. Mid-morning surveys (the peak parking occupancy was observed at 10:00 AM) yielded an occupancy factor of 59%<sup>1</sup> (262 spaces occupied out of a total supply of 441 spaces). However, it is noted that the availability of suitable curb spaces is substantially lower east of Court Street. In this area, only 102 unmetered and 10-hour metered spaces are available and their occupancy is 77% (79 spaces occupied out of a 102-space supply).

Consideration has also been given to project parking demand in available parking spaces that would not impact adjacent residential uses. The two sets of parking surveys were compared. One survey was conducted by Fehr & Peers, on a Monday, for the *Draft Downtown Specific Plan*. The second survey was conducted by George Nickelson (that data, for areas east of Court Street that were not surveyed by Fehr & Peers, reflect surveys on Tuesday-Wednesday June 28-29, 2005). The comparison of the block by block parking survey data with the residential land uses as identified in the *Draft Downtown Specific Plan* shows that there are some block faces that have 10-hour metered spaces adjacent to residential land uses. Based on the review of the available data the 10-hour metered spaces within 1,000 feet of the Proposed Project site, and not fronted by residential land uses, would be as follows:

- west of Court Street; 90 spaces/62 occupied
- east of Court Street; 89 spaces/77 occupied.

The analysis did not include counts of parking spaces east of Court Street (since many of the spaces are east of the jail and are likely fully occupied by jurors and other employees with the Courts). It does appear that there would be sufficient 10-hour metered spaces west of Court Street (28 available of the 90 non-residential spaces) to accommodate the project’s 16 space demand. The project block is currently vacant, but was recently occupied by the County Assessor and the County Juvenile Hall Auxiliary. Of the original 150 County Assessor staff, 100 staff moved

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<sup>1</sup> Represents long term condition: 10 hour meter and unmetered.

outside the downtown in 2001 and the remaining 50 staff moved in 2004. The Juvenile Hall Auxiliary facility closed in June 2005.

The Contra Costa County District Attorney’s office has a total of 150 staff with 116 staff now located in downtown Martinez and 34 staff located at Douglas Drive (near the State Route 4/Pine Street interchange) outside of the downtown area. The specific District Attorney employee locations are as follows:

- 73 staff in the courthouse (downtown Martinez)
- 20 staff at 627 Ferry Street (downtown Martinez)
- 23 staff at 1111 Ward Street (downtown Martinez)
- 34 staff at Douglas Drive

It is also noted that of the 34 staff located at Douglas Drive, 27 persons are involved in daily activities which require them to make trips to/from the Superior Court in downtown Martinez. These trips result in added downtown parking demand.

**Impact XV.f.: Parking. Less Than Significant With Mitigation.**

Net Increase in Parking Demand

The parking demand generated by the proposed District Attorney’s office project would reflect the net new demand associated with staff being relocated into the downtown. As noted in the project description, 116 of the 150 staff are already located in the downtown area, and as such, are generating parking demand in the downtown. The 34 employees that would permanently relocate into the downtown would generate additional parking demand.

**TABLE XV - I**

**SUMMARY OF PARKING DEMAND**

<b>Location</b>	<b>Existing Staff</b>	<b>Future Use</b>	<b>Parking Needs</b>	<b>Notes</b>
1111 Ward	23	Storage	0	Will not be backfilled as suitable for future occupancy - will likely be utilized for storage
627 Ferry	20	Leased	20	Likely will be backfilled
County Court House	73	35	0	38 employees moving from 649 Main Street and they already have leased space downtown. Employees that move will not be backfilled.
Douglas	34	n/a	7 ( support staff not transferring to downtown)	27 Employees are in downtown 4 days/wk (with parking needs of 4 hours to all day)
<b>Total Demand</b>	<b>150</b>			

### Project Effects on Overall Downtown Parking

Twenty-seven of the 34 relocated employees are involved in activities that frequently require them to travel to and park within the downtown area. If most of these activities coincide with the peak mid-day parking demand period, the relocated District Attorney employees would only generate a net new demand for 10-15 spaces relative to overall downtown parking. Within the context of 3,100 total downtown parking spaces, an increased demand for 10-15 spaces would represent less than 0.5% of the total parking supply. A change of this magnitude would not be measurable within typical daily fluctuations in parking demand.

### Parking Effects in the Project Vicinity

Because the proposed project would involve consolidation of all District Attorney staff at a single site, there could be localized parking impacts. As discussed in the existing parking conditions, there are 441 unmetered and 10-hour metered curb parking spaces available within a 3-4 block radius of the proposed project site. These spaces are currently 59% occupied (based on mid-morning surveys). With the elimination of the site's existing parking lot, the 19 vehicles parked in that lot would presumably divert to other public spaces in the immediate area. As a result, curb parking in the immediate area would have occupancy levels of 64%.

The added parking demand generated by the new District Attorney's office would reflect several factors. First, the 34 employees transferred into the downtown would add to the local demand to the extent that these employees would park within the 1,000-foot project site radius outlined in Figure 9. As indicated above, a portion of these employees currently travel to/from downtown Martinez and some of these employees are likely already parking in the vicinity of the proposed project site. Similarly, a substantial portion of the 116 current District Attorney downtown employees are likely parking within the 1,000-foot radius surrounding the project site. The consolidation of employees will allow for an increased opportunity for employees to carpool. If it is assumed that about 1/4 of the 150 District Attorney employees would shift their parking location to the immediate area surrounding the site, the additional 16 space demand would likely seek available curb parking within the 3-4 block radius.

Assuming that there is a need of 150 spaces for the project; Table XV - 2 identifies an additional 16 space demand to on street parking:

**TABLE XV - 2**

**SUMMARY OF PARKING IMPACT**

<b>SPACES</b>	<b>NOTES</b>
<b>150 Total</b>	Spaces Needed
-15	Existing Reserved spaces for DA
- 7	Bicycle parking (see Mitigation Measure XV.f.4)
- 3	Car/ Van pool (see Mitigation Measure XV.f.3)
-23	1111 Ward Street
-73	Courts
-27	Douglas Drive
+20	Existing Spaces lost
-5	Spaces proposed at parking lot at Green/Las Juntas Streets (see Mitigation Measure XV.f.5)
-24	Spaces proposed at parking lot at Mellus/Court Streets (see Mitigation Measure XV.f.2)
<b>-7</b>	<b>Vehicles added to on street parking</b>

With the proposed mitigation, parking would stay at an approximately 67% curb parking occupancy condition in the vicinity of the project site (see Appendix A). Parking demand will fluctuate somewhat during the day. On occasion, parking demand will be higher. There are sufficient 10-hour metered spaces west of Court Street (28 available of the 90 non-residential spaces) to accommodate the project’s demand. The following measures will reduce the impacts of the District Attorney employees on downtown parking to levels of less than significant.

**Mitigation Measure XV.f.a.:** The District Attorney’s Office shall be required to implement the following measures to limit the impact on parking in the project area. The measures would mitigate the impact to a less than significant level.

1. Work with the City of Martinez to establish a Residential Parking Permit Zone (if needed) for the curb parking in the neighborhood adjacent to the DA building and use a 2-hour limit for users of curb spaces without permits in order to prevent DA employees from impacting neighborhood parking. The Residential Permit Parking Zone should be established prior to occupancy of the project.
2. The Sheriff’s lot off Mellus Street, west of Court Street will be re-striped and expanded to an adjacent parcel, resulting in 24 additional spaces. Prior to occupancy of the project, this parking lot shall be re-striped, expanded and signed by the County so that it provides the 24 additional parking spaces for County employees. Parking in this lot will be available to employees at the District

Attorney's Office and at other County offices in close proximity. The management of this lot shall be undertaken by staff at the District Attorney's Office in consultation with the Capital Facilities Division of the County Administrator's Office.

3. The District Attorney's office staff shall actively promote the use of alternative transportation for their employees and coordinate these efforts with Enterprise Rideshare and staff at Community Development Department. Transit schedules and information shall be provided to employees and the public. This information is to be made available at a convenient location within the building accessible to all.
4. Prior to occupancy of the project, a bicycle rack that will accommodate a minimum of three bicycles and four bicycle lockers shall be installed at the site for the use of employees and the public (consistent with the City of Martinez Draft Specific Plan requirements<sup>2</sup>). Employee shower and locker facilities shall be installed within the building, the installation of these facilities would satisfy a long sought after demand by employees in the downtown area for such a facility that would make it more practical for employees to commute by bicycle.
5. Prior to occupancy of the project, the parking lot at Green and Las Juntas shall be re-stripped and signed by the County so that it provides stacked parking for County employees. This parking lot could provide up to 5 new spaces for employees (currently the lot has 16 spaces for the employees). Parking in this lot will be available to employees at the District Attorney's Office and at other County offices in close proximity. The management of this lot shall be undertaken by staff at the District Attorney's Office in consultation with the Capital Facilities Division of the County Administrator's Office.

**Responsibility and Monitoring:** The District Attorney's Office shall be responsible for implementing the measures as described. The Community Development Department shall review and approve the development plans to ensure that the parking measures are in place prior to approving the Final Map.

**Impact XV.g. No Impact.** Contra Costa County Transit Authority (CCCTA) operates a majority of the bus service in the downtown Martinez area. WestCat also provides service to downtown with a line connecting Martinez to western Contra Costa County. This service includes seven bus routes that are listed below:

- 108 (Martinez to Bart / North Concord)
- 116 (Alhambra Avenue / Gregory Lane)
- 118 (Morello / Amtrak)
- 128 (Downtown Shuttle)
- 308 (Concord Bart to Martinez Amtrak)
- 30Z ( express service from downtown Martinez to Western Contra Cost County by West Cat)
- 200 (Martinez to Pittsburg Antioch)

Bus stops are provided near the Court House, the Amtrak Station (which functions as a transfer station) and on nearby arterials. As most of the employees are already located downtown, no impacts to the bus service are anticipated.

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

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<sup>2</sup> Martinez Draft Downtown Specific Plan , Chapter 12, page 12-4

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS –</b> Would the project:					
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ( <i>Sources 1, 2, 10a, 10e, 10g, 11, 12</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, 2, 10a, 10e, 10g, 11, 12</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, 2, 10e, 10g, 11, 12</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, 2, 10e, 10g, 11, 12</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>Sources 1, 2, 10a, 10e, 10g, 11, 12</i> )			X	
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ( <i>Sources 1, 2, 10e, 10g, 11, 12</i> )			X	
g.	Comply with federal, state and local statutes and regulations related to solid waste? ( <i>Sources 1, 2, 10e, 10g, 11, 12</i> )			X	

## Preface

The Proposed Project will replace existing offices with new offices. Although the Proposed Project is a larger building, the new structure will be fitted with water saving devices that will result in an insignificant new demand on water (and therefore wastewater) supply.

**Impact XVI.a.: No Impact.** 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.: No Impact.** The site is currently served by public water and wastewater providers with very little addition demand required. All improvements to service will occur onsite. This is not a significant impact.

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

**Impact XVI.c.:** See discussion in Section VIII.e.

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

**Impact XVI.d.: Less Than Significant.** The City of Martinez serves as the local water retailer to the study area and to most of the City. Raw water from the Sacramento Delta at Old River near Discovery Bay and Rock Slough near Oakley is provided to the City from Contra Costa County Water District. Los Vaqueros Reservoir provides storage and assures year-around, high quality water supply until the water is delivered via the Contra Costa Canal to the Martinez Reservoir. The Martinez Water Treatment Plant treats raw water from the Martinez Reservoir for potable uses. Zone 1 (up to 150 foot elevation) encompasses the downtown area. Zone 2 includes areas up to 240 foot elevation. Zone 3 includes areas up to 450 foot elevation. Zone 4 includes areas up to 650 foot elevation. The City's existing transmission and distribution pipelines include approximately 100 miles of pipeline of various sizes. Throughout Martinez, pipelines vary from 4" to 18" in size. Feeder lines in the plan area average 6" in size. City transmission lines are typically 10-18" in size. Central Contra Costa Sanitary District plans to extend their recycled water distribution system into the Martinez area in the future. Large irrigation sites are currently being identified as potential customers.

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

**Impact XVI.e.: Less Than Significant.** The site is within the sphere of influence and service area of the Central Contra Costa Sanitary District (CCCSD). Wastewater is collected and sent to the CCCSD's wastewater treatment plant, located northeast of the Interstate 680/State Route 4 Interchange in unincorporated Martinez. The CCCSD treatment plant's current average dry flow effluent discharge capacity is 53.8 million gallons per day. In 2002, CCCSD discharged 38.7 million gallons per day (mgd) of average dry weather flow effluent into Suisun Bay. CCCSD is projecting that the capacity will 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.

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

**Impact XVI.f. and g.: Less Than Significant.** Solid waste generated within the City of Martinez is collected by a private company (Pleasant Hill Bayshore Disposal), taken to its Contra Costa Transfer and Recover Station near Martinez, and transported to the Keller Canyon Landfill facility, a Class II facility. 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 standards for solid waste 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
<b>XVII. MANDATORY FINDINGS OF SIGNIFICANCE</b> – 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 considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of 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 air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise and parking can be reduced to less than significant levels with the mitigation measures identified in this document.



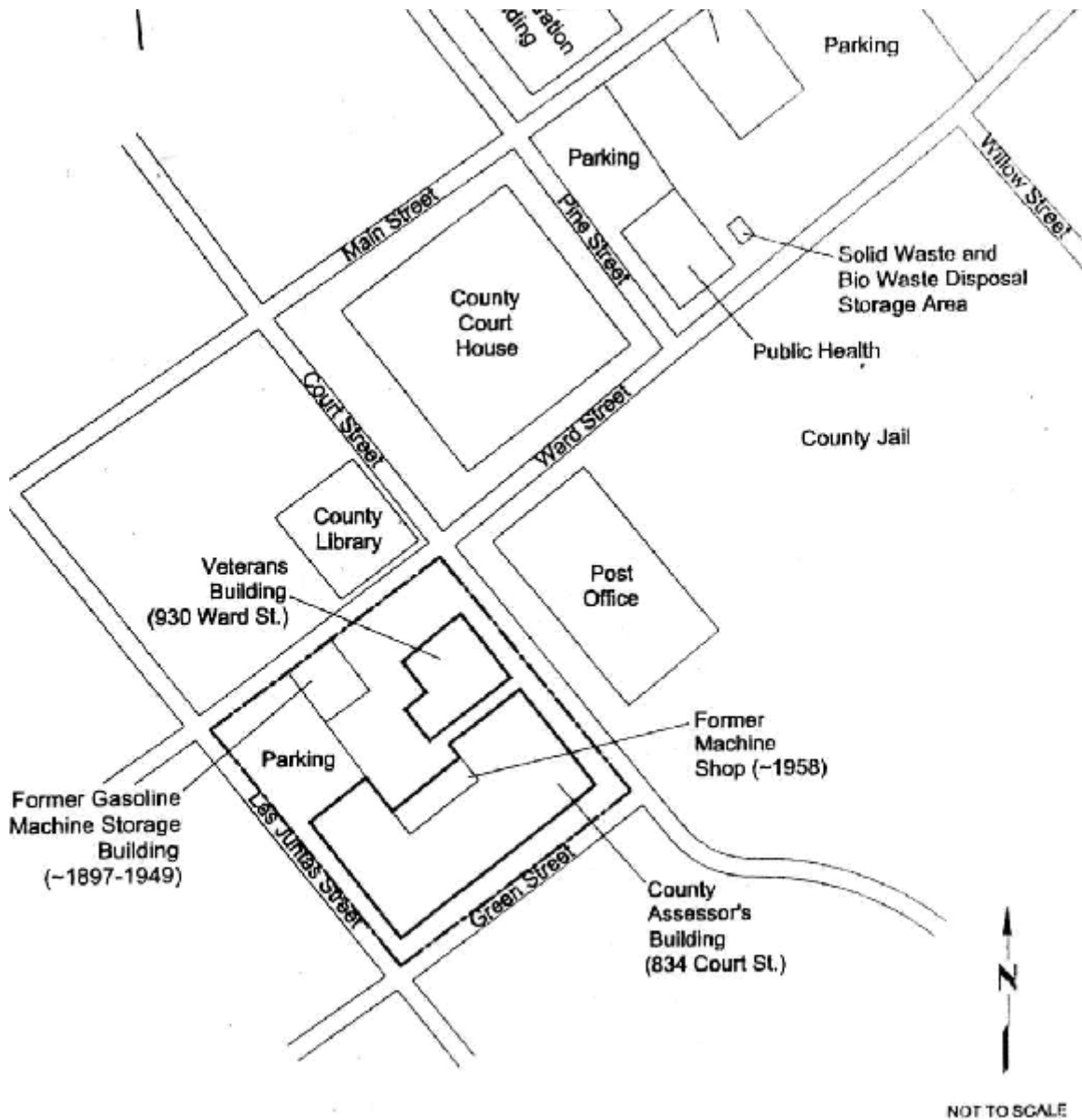
Source: AAA Map

## FIGURE 1: VICINITY MAP

### CONTRA COSTA COUNTY DISTRICT ATTORNEY'S OFFICE MARTINEZ, CA

**Sponamore Associates**  
A Subsidiary of P.R.I.S.M., LLC

1205 McDonald Avenue  
Santa Rosa, CA 95404



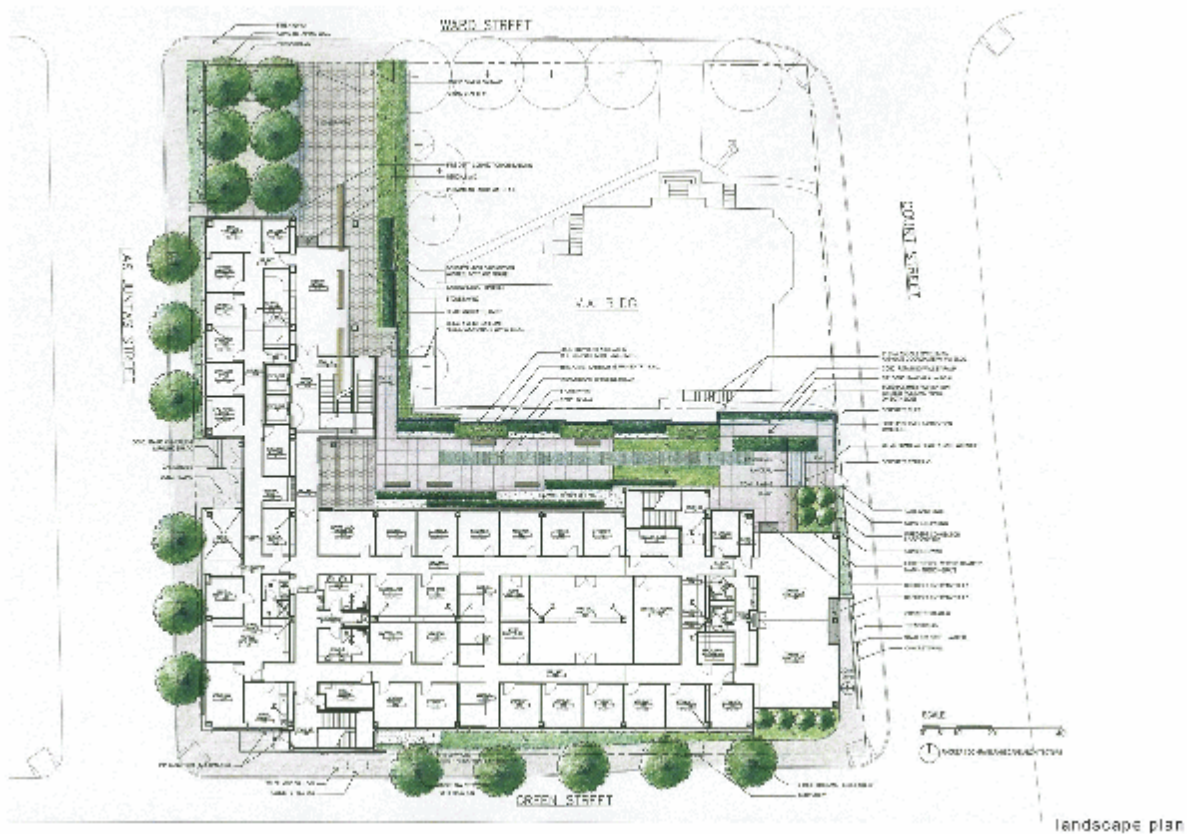
Source: Clayton Environmental Consultants 8/10/99 Environmental Site Assessment

**FIGURE 2: LOCATION MAP**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

**Sponamore Associates**  
A Subsidiary of P.R.I.S.M., LLC

1205 McDonald Avenue  
Santa Rosa, CA 95404



**FIGURE 3: LANDSCAPE PLAN**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

**Sponamore Associates**  
*A Subsidiary of P.R.I.S.M., LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects, June 2005

**FIGURE 4a: VIEW AT CORNER OF WARD AND LAS JUNTAS STREETS  
EXISTING**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates*  
A Subsidiary of P.R.I.S.M. LLC

1205 McDonald Avenue  
Santa Rosa, CA 95404



Source: Kava Massih Architects, June 2005

**FIGURE 4b: VIEW AT CORNER OF WARD AND LAS JUNTAS STREETS  
PHOTO SIMULATION**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects

**FIGURE 5a: VIEW AT CORNER OF COURT AND WARD STREETS  
EXISTING**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects

**FIGURE 5b: VIEW AT CORNER OF COURT AND WARD STREETS  
PHOTO SIMULATION**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects, June 2005

**FIGURE 6a: VIEW AT LAS JUNTAS AND GREEN STREETS  
EXISTING**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects, June 2005

**FIGURE 6b: VIEW AT LAS JUNTAS AND GREEN STREETS  
PHOTO SIMULATION**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates*  
*A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue*  
*Santa Rosa, CA 95404*



Source: Kava Massih Architects, June 2005

**FIGURE 7a: VIEW FROM COURT STREET SOUTHEAST OF GREEN STREET EXISTING**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: Kava Massih Architects, June 2005

**FIGURE 7b: VIEW FROM COURT STREET SOUTHEAST OF GREEN STREET  
PHOTO SIMULATION**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates  
A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



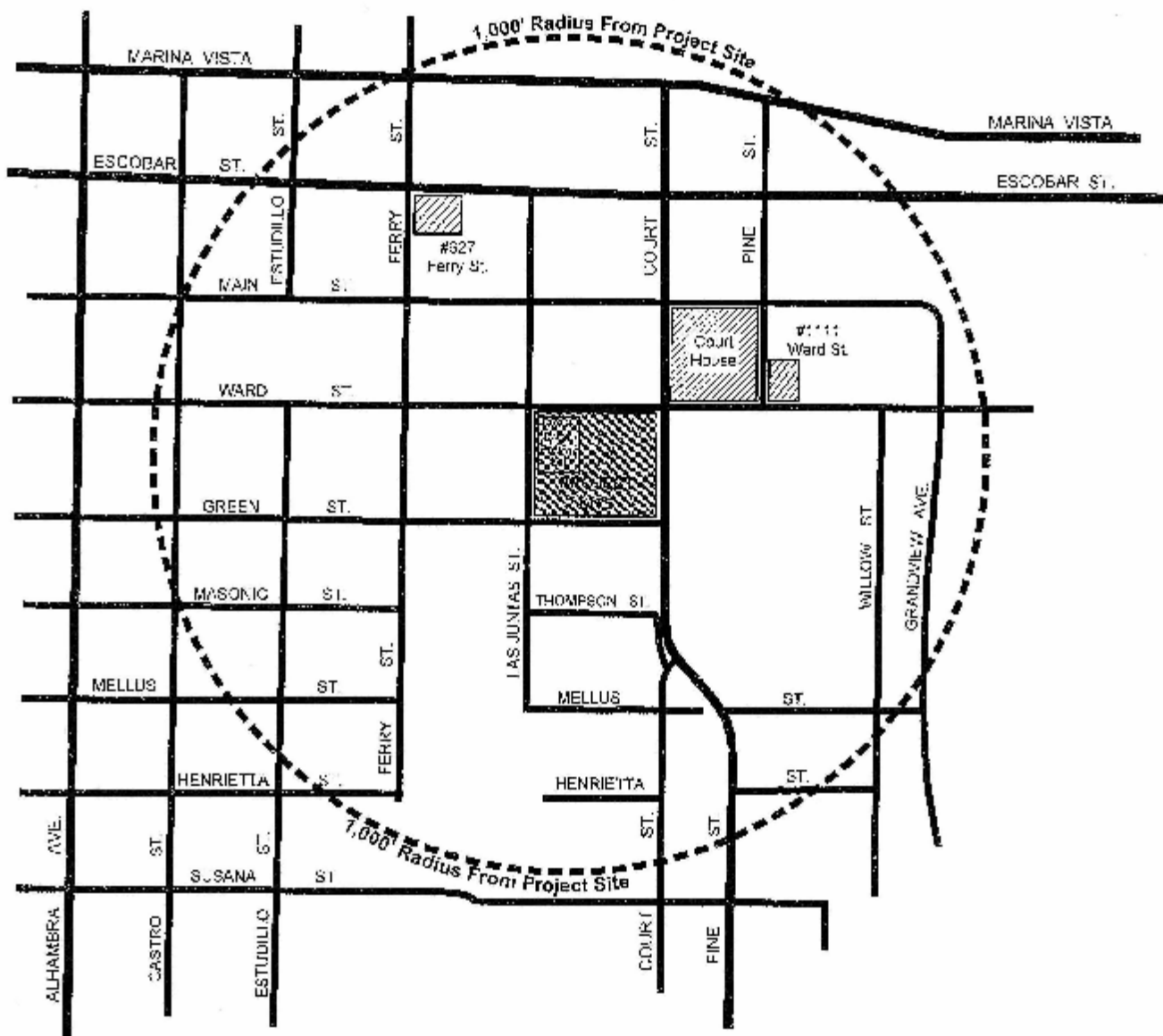
Source: Kava Massih Architects

## **FIGURE 8: VIEW OF ENTRANCE ON WARD STREET**

### **CONTRA COSTA COUNTY DISTRICT ATTORNEY'S OFFICE MARTINEZ, CA**

*Sponamore Associates*  
*A Subsidiary of P.R.I.S.M. LLC*

*1205 McDonald Avenue  
Santa Rosa, CA 95404*



Source: George Nickelson

**FIGURE 9: PARKING SURVEY AREA**

**CONTRA COSTA COUNTY  
DISTRICT ATTORNEY'S OFFICE  
MARTINEZ, CA**

*Sponamore Associates*  
A Subsidiary of P.R.I.S.M. LLC

1205 McDonald Avenue  
Santa Rosa, CA 95404

**APPENDIX A-1**

**CONTRA COSTA COUNTY DISTRICT ATTORNEY OFFICE  
PROJECT VICINITY CURB PARKING SUMMARIES**

1,000 ft. radius; (Fehr & Peers surveys plus surveys by George W. Nickelson, P.E. east of Court St.); Street parking only:

West of Court St:				East of Court St.:		
<u>Type</u>	<u># spaces</u>	<u># occupied</u>	<u># available</u>	<u># spaces</u>	<u># occupied</u>	<u># available</u>
unmetered:	215	104	111	0	0	0
10 hr.:	124	79	45	102	79	23
4 hr.:	186	167	<u>19</u>	41	33	<u>8</u>
			175 avail. west			31 avail. east
				206 total available		

**Of the 226 10-hour metered spaces, there are 90 spaces west of Court Street (62 spaces occupied) and 89 spaces east of Court Street (77 occupied) that are not adjacent to residential land uses.**

600 ft. radius; (Fehr & Peers surveys plus surveys by George W. Nickelson, P.E. east of Court St.); Street parking only:

West of Court St:				East of Court St.:		
<u>Type</u>	<u># spaces</u>	<u># occupied</u>	<u># available</u>	<u># spaces</u>	<u># occupied</u>	<u># available</u>
unmetered:	14	13	1	0	0	0
10 hr.:	92	61	31	0	0	0
4 hr.:	22	25	<u>0</u>	14	14	<u>0</u>
			32 avail. west			0 avail.
east				32 total available		

Notes: 2-hour meters, reserved, temporary spaces, etc., not included in these numbers.

These are street parking numbers only, (no parking lots). In general, demand in parking lots near project site and east of Court St. is nearly 100% occupied. A few available spaces (10-15) were counted in public lots (10 hr. meters) west of Court St.

Fehr & Peers did not survey extensively east of Court St. (surveys conducted September 22, 2003). Data was augmented through surveys by George W. Nickelson, P.E. on June 28-29, 2005.

## APPENDIX A-2

### PROGRAMMED STAFFING FOR NEW DA BLDG BY CURRENT LOCATION

FLOOR	UNIT	CLASS	No	PREV LOCATION
FIRST	Juvenile	Attorney	6	10 Douglas Drive, Suite 200
		Investigator	1	10 Douglas Drive, Suite 200
		Case Prep Asst	1	10 Douglas Drive, Suite 200
		Clerk	3	10 Douglas Drive, Suite 200
		Legal Svcs Coord	1	1111 Ward Street-3rd Floor- Downtown
	Drug	Attorney	7	10 Douglas Drive, Suite 200
		Investigator	1	10 Douglas Drive, Suite 200
		Clerk	2	10 Douglas Drive, Suite 200
		Paralegal	1	10 Douglas Drive, Suite 200
	V/W	Clerk (Recptn)	1	10 Douglas Drive, Suite 200
		Specialist	2	10 Douglas Drive, Suite 200
		Coordinator	1	10 Douglas Drive, Suite 200
	Felony	Clerk (Recptn)	1	Courthouse-Downtown
SECOND	L&M	Attorney	4	Courthouse-Downtown
	Calendar	Attorney	3	Courthouse-Downtown
	Sexl Aslt	Attorney	8	1111 Ward Street-3rd Floor- Downtown
		Investigator	3	1111 Ward Street-3rd Floor- Downtown
		Clerk	2	1111 Ward Street-3rd Floor- Downtown
	DV	Attorney	4	1111 Ward Street-3rd Floor- Downtown
		Investigator	1	1111 Ward Street-3rd Floor- Downtown
		Case Prep Asst	1	1111 Ward Street-3rd Floor- Downtown
		Clerk	1	1111 Ward Street-3rd Floor- Downtown
	IT	Director	1	Courthouse-Downtown
Tech		1	Courthouse-Downtown	
THIRD	Felony	Attorney	14	Courthouse-Downtown
		Investigator	3	Courthouse-Downtown
		Case Prep Asst	1	Courthouse-Downtown
		Clerk	13	Courthouse-Downtown
		Office Manager	1	Courthouse-Downtown
	Homicide	Attorney	7	Courthouse-Downtown
		Investigator	4	Courthouse-Downtown
		Clerk	2	Courthouse-Downtown
	L&M	Law Clerk	8	Courthouse-Downtown
	FOURTH	Auto/WC	Attorney	4
Investigator			2	627 Ferry Street - Downtown
Clerk			1	627 Ferry Street - Downtown
Spec Ops		Attorney	7	627 Ferry Street - Downtown
		Investigator	4	627 Ferry Street - Downtown
		Clerk	2	627 Ferry Street - Downtown
Welf Frd		Attorney	2	10 Douglas Drive, Suite 200
		Investigator	4	10 Douglas Drive, Suite 200
		Clerk	2	10 Douglas Drive, Suite 200
Admin		Attorney	2	Courthouse-Downtown
		Prog Asst	1	Courthouse-Downtown
		Investigator	1	1111 Ward Street-3rd Floor- Downtown
		Managers	4	Courthouse-Downtown
	Law Office Mgr	1	1111 Ward Street-3rd Floor- Downtown	
	Accnt Clerk	3	Courthouse-Downtown	

TOTAL STAFF PROGRAMMED

150

[Grey Box] not currently assigned to Downtown Mtz