INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CITY OF CONCORD
CONCORD HAMPTON INN PROJECT

SEPTEMBER 2020

LEAD AGENCY:

City of Concord, Planning Division
1950 Parkside Drive
Concord, CA 94519
(925) 671-3152
www.cityofconcord.org

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

CITY OF CONCORD
CONCORD HAMPTON INN PROJECT

SEPTEMBER 2020

LEAD AGENCY:

City of Concord, Planning Division
1950 Parkside Drive
Concord, CA 94519
(925) 671-3152
www.cityofconcord.org

PREPARED BY:

Analytical Environmental Services
1801 7th Street, Suite 100
Sacramento, CA 95811
(916) 447-3479
www.analyticalcorp.com

Table of Contents

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

SECTION 1.0 – INTRODUCTION

The proposed Concord Hampton Inn is a project as defined under the California Environmental Quality Act (CEQA). This Initial Study (IS) was prepared by Analytical Environmental Services for the Community Development Department, Planning Division, of the City of Concord (City). This IS was prepared pursuant to California Environmental Quality Act of 1970, Public Resources Code § 21000, et seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively, CEQA).

1.	**Project Title:**	Concord Hampton Inn by Hilton
2.	**Lead Agency Name and Address:**	City of Concord 1950 Parkside Drive, MS/53 Concord, CA 94519
3.	**Contact Person and Phone Number:**	Joan Ryan, Community Reuse Area Planner (925) 671-3370
4.	**Project Location:**	1880 Market Street, Concord, CA 94520
5.	**Project Sponsor's/Applicant's Name and Address:**	Doug Ely/DSEA, Inc. 145 S. Olive Street Orange, CA 92866
6.	**General Plan Land Use Designation:**	Regional Commercial (RC)
7.	**Zoning:**	Regional Commercial (RC)
8.	**Surrounding Land Uses and Setting:**	Residential, urban, and commercial mixed development and supporting infrastructure
9.	**Description of Project:**	Application for a 4-story 86 room hotel with approximately 48,100 sq. ft. on a 1.24-gross acre site.
10.	**Project Entitlements:**	General Plan Amendment, Rezone, Use Permit, Design and Site Review (PL20023-GP, RZ, UP, DR), Tree Removal, and Minor Exception for Parking

Date Initial Study Completed: September 2020

1.1 PURPOSE OF STUDY

This IS examines the potential effects on the environment of the City of Concord's (City's) potential approval of a Use Permit, a Design and Site Review, Rezone, and General Plan Amendment for a 4-story 86 room hotel with approximately 48,100 sq. ft. on a 1.24-gross acre site on the west side of Concord, southwestern edge of downtown (Proposed Project). The Proposed Project assessed within this IS is described in Section 2.0. The project description, including these provisions, provides the project baseline for which environmental impacts are analyzed in Section 3.0. This IS was prepared pursuant to CEQA.

This IS has identified potentially significant impacts and mitigation measures, which, when incorporated into the Proposed Project as described in Section 2.0, will reduce these impacts to less than significant levels. Therefore, this IS would support a Mitigated Negative Declaration under CEQA Guidelines Section 15070.

This IS is organized into the following sections:

Section 1.0 – Introduction: Provides an overview of the Proposed Project, location, sponsor, when the IS was completed, environmental resources potentially affected by the Proposed Project, and the significance determination of the Proposed Project on the environment by the lead agency.

Section 2.0 – Project Description: Includes for a detailed description of the Proposed Project and background information.

Section 3.0 – Environmental Checklist and Discussion: Contains the Environmental Checklist form together with a discussion of the environmental issues. Mitigation measures, if necessary, are noted, following each impact discussion. The numbering sequence for each of the mitigation measures is related to their associated topical sections.

Section 4.0 – List of Preparers

Section 5.0 – Bibliography

1.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Impacts to all resources listed below are evaluated using the checklist included in **Section 3.0**. However, only the environmental factors that have been checked could be potentially affected by the Proposed Project, involving impacts requiring mitigation to bring it to a less-than-significant level. The unchecked resource areas were determined to have a less-than-significant impact or no impact, even without mitigation.

- ☐ Aesthetics
- ☐ Agriculture and Forestry Resources
- ☒ Air Quality
- ☒ Biological Resources
- ☒ Cultural Resources
- ☐ Energy
- ☒ Geology, Soils and Seismicity
- ☐ Greenhouse Gas Emissions
- ☐ Hazards and Hazardous Materials
- ☒ Hydrology and Water Quality
- ☐ Land Use and Planning
- ☐ Mineral Resources
- ☐ Noise/Vibration
- ☐ Population and Housing
- ☐ Public Services
- ☐ Recreation
- ☒ Transportation and Circulation
- ☒ Tribal Cultural Resources
- ☐ Utilities and Service Systems
- ☐ Wildfire
- ☒ Mandatory Findings of Significance

1.3 SIGNIFICANCE DETERMINATION

On the basis of the environmental evaluation presented in **Section 3.0**:

☐ I find that the Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project design and project-specific mitigation measures described in **Section 3.0** have been agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION is recommended to be adopted.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Signature	Date
Printed Name	City of Concord Lead Agency

SECTION 2.0 – PROJECT DESCRIPTION

2.1 LOCATION AND EXISTING SETTING

The project site is located within the limits of the City of Concord (City) in Contra Costa County (**Figure 1**). The 1.24-gross acre project site (Assessor Parcel Numbers [APNs] 126-291-022, -023) is located at 1880 Market Street on the west side of Concord, on the southwest edge of downtown (**Figure 2**). The project site is bounded on three sides, with Market Street to the northwest, Pine Street to the northeast, and Clayton Road to the south. The Proposed Project would share the block with a gas station, located to the north and two small commercial buildings to the south. The project site is currently vacant and consists of tall grasses, shrubbery, several trees, and chain-link fencing.

2.1.1 ZONING

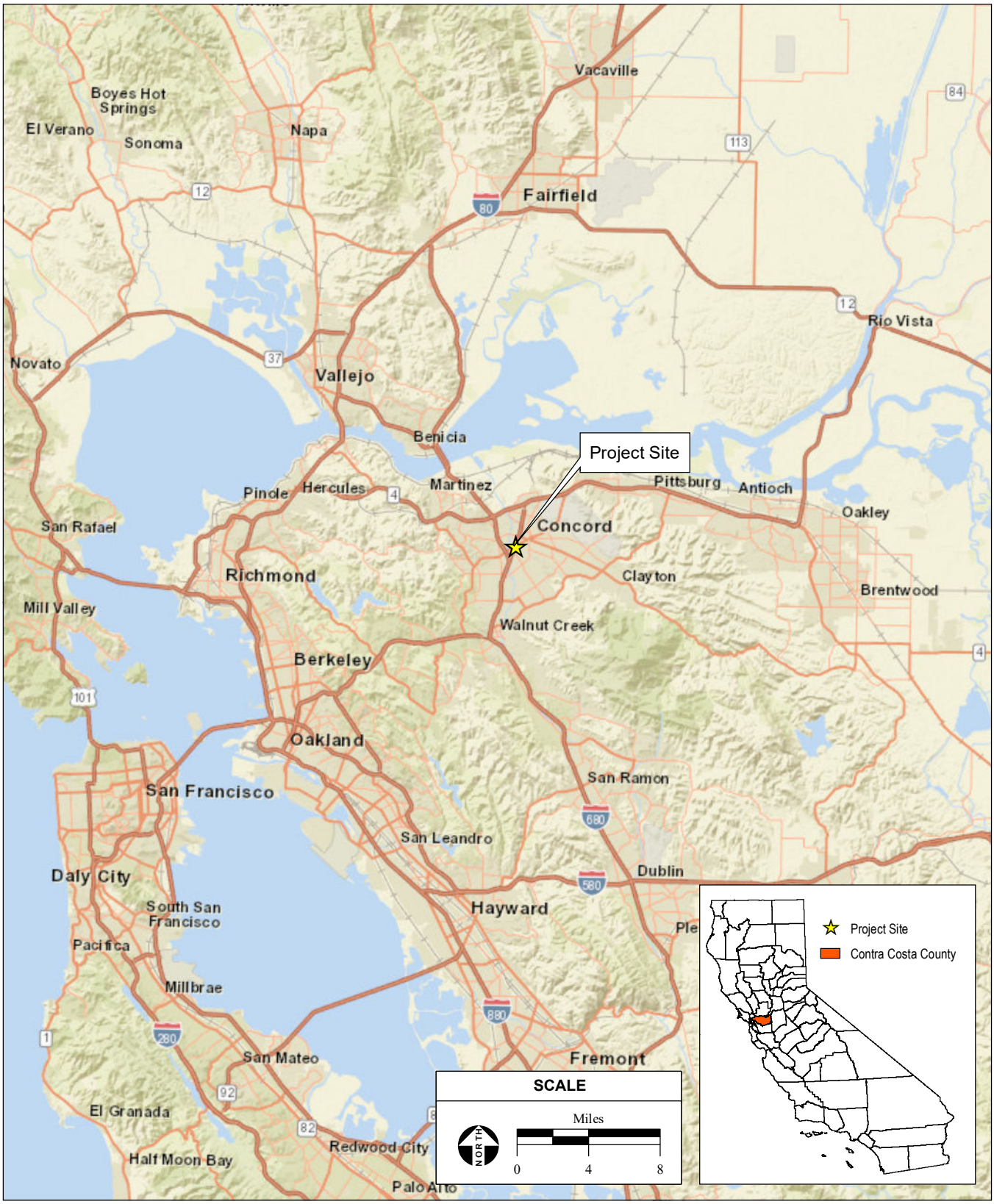
The project site is currently zoned as Regional Commercial (RC), however will be rezoned to Downtown Mixed Use (DMX) for the purposes of this project. The DMX district is applied to downtown areas appropriate for a cohesive mix of high density residential, commercial and office, and mixed-uses, including hotels with a minimum floor area ration (FAR) of 1.0 up to 6.0, and residential densities of 33 to 100 units per net acre. Well-designed vertical mixed-use within a single building is encouraged with retail at ground level and office and multifamily residential on upper floors. Single uses and horizontal mixed-use with retail, office, and residential uses located in separate buildings but within a single development may also occur. The DMX district is consistent with and implements the downtown mixed-use (DTMU) land use designation of the General Plan.

2.1.2 EXISTING LAND USES

The project site is currently vacant and consists of mainly open space, some fencing, and minimal landscaping (**Figure 3**). Multiple interior trees and some fencing currently exist on the property site which will be removed prior to construction. Elevation at the project site ranges from 35 to 39 feet above mean sea level (amsl) and slopes range from 0.7 to 8.5 percent.

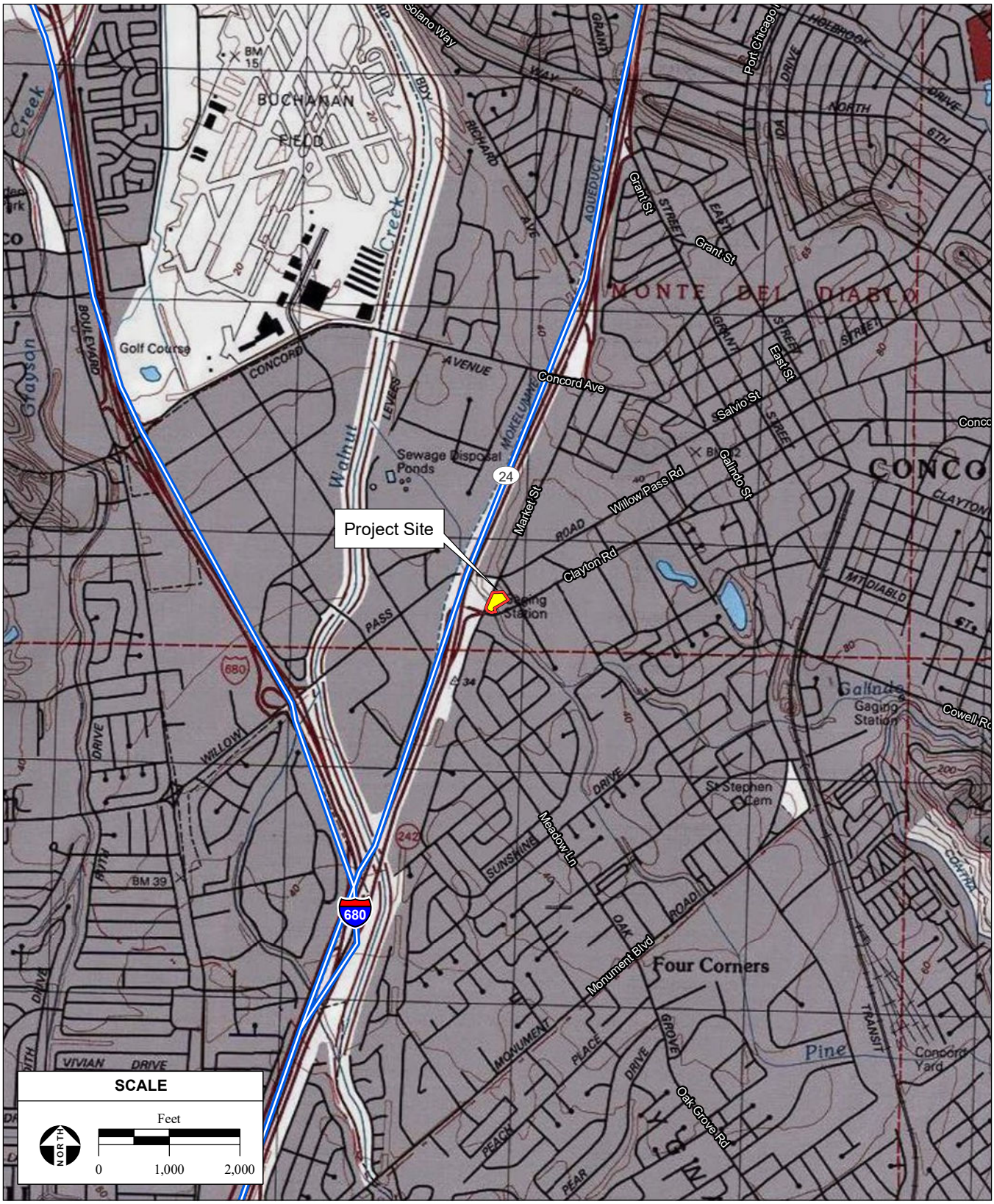
2.1.3 SURROUNDING LAND USES

The project site is bounded by an All Star gas station to the north, at the corner of Market Street, Willow Pass Road, and Pine Street. There are two small strip retail buildings, comprising a barber shop and convenience store, adjacent and parallel to the rear property line, which face Clayton Road. **Table 2-1** shows land uses and designations of the area surrounding the project site. The project site is located on the southwest edge of downtown, approximately 1-mile west of the downtown Concord BART Station and 1-mile southwest of Todos Santos Plaza. The site and surrounding areas are zoned Downtown Mixed Use, Regional Commercial, and West Concord Mixed Use. A mix of professional offices, commercial businesses, and residential uses surround the site.



SOURCE: ESRI Worldstreet Map, 2020; AES, 7/2/2020

Figure 1
Regional Location



SOURCE: "Walnut Creek, CA" USGS 7.5 Minute Topographic Quadrangle, T2N R1W, Unsectioned Area of Walnut Creek, Mt. Diablo Baseline & Meridian; ESRI, 2019; AES, 7/2/2020

Figure 2
Site and Vicinity

SOURCE: Maxar aerial photograph, 8/19/2017; AES, 8/28/2020

Figure 3
Aerial Photograph

TABLE 2-1
SURROUNDING LAND USES

Direction	Land Use	General Plan Designation	Zoning
North	Gas station	Regional Commercial	RC
South	Barber shop and convenience store	Regional Commercial	RC
East	Private offices	Downtown Mixed Use	DMX
West	Park & Ride lot and Auto dealership	West Concord Mixed Use	WCMU

The nearest school is Meadow Homes Elementary School located approximately 0.6 miles southeast of the project site. The nearest public park is Ellis Lake Park located approximately 0.4 miles east of the project site.

2.1.4 TRANSPORTATION AND CIRCULATION

The project site is bounded on the east and west sides by roadways and sidewalks; however, the northern and southern portions of the property are bounded by various businesses. Regional access to the project site is provided via Market Street and Clayton Road. West of the project site, Clayton Road connects to on- and/or off-ramps accessing SR-242 and Willow Pass Road provides access further west from Interstate 680. The Pittsburg/Bay Point BART line provides access from Antioch in the East Bay to Millbrae in the southern portion of the San Francisco Peninsula in San Mateo County. The nearest BART station is the downtown Concord Station located approximately 1.2 mile northeast of the project site. Access to the site is currently provided via two driveways each off Pine Street. The Proposed Project will be accessed via a right-in, right-out driveway along Pine Street. A secondary access point on Market Street will provide egress for emergency vehicles only. Parking would be provided on-site and would include 76 surface parking spaces.

2.1.5 DRAINAGE

The project site has not been developed upon and currently consists entirely of pervious surfaces. There are no offsite areas draining onto the project site. The site drains by overland flow to the existing City roadway curb drainage system. The Proposed Project would create more than 41,314 sq. ft. of impervious surfaces and would be subject to a stormwater control plan. As a current method for flood control, there is a 60’ wide subterranean drainage channel that flows directly below the existing viaduct in the southwestern portion of the project site. A portion of the proposed parking lot would be located on the viaduct, which has recently been verified as capable of supporting this load.

2.1.6 INFRASTRUCTURE/UTILITIES

The project site is located in an urban area and is located adjacent to several commercial buildings that are currently served by existing utilities, including: water, sanitary sewer, storm drainage, electricity, and telecommunications infrastructure. Electricity and natural gas services to the site would be provided by Pacific Gas and Electric Company (PG&E). Existing underground electrical lines and gas mains would provide electricity and gas to the project site.

WATER

The Contra Costa Water District (CCWD) acts as the City's water supplier, providing water supplies to the City's municipal system from the Sacramento/ San Joaquin Delta. CCWD serves treated and raw water to the central and eastern parts of the county.

WASTEWATER

Sewage conveyance is provided by the City's Public Works Department, with treatment provided at the Central Contra Costa Sanitary District (CCCSD) Treatment Plant (CCCSDTP) in Martinez, California. CCCSD permits, inspects and treats wastewater discharged by the business and residences of Concord by contract. Wastewater within CCCSD is primarily conveyed to the CCCSDTP through pipes by the force of gravity. The plant has a treatment capacity of 54 million gallons per day (mgd) and 240 mgd of wet weather flow. The facility is staffed 24 hours a day, 365 days a year. Wastewater moves through the District's 1,500 miles of sewer lines, finally arriving at the plant's headworks to begin treatment. Most of the wastewater is treated to a secondary level, disinfected by ultraviolet light, and then discharged into Suisun Bay. Approximately 600 million gallons per year are treated to a tertiary level through additional filtration and disinfection before being distributed as recycled water for landscape irrigation, industrial processes, and plant operations (CCCSD, 2018).

2.2 PROJECT DESCRIPTION

The applicant proposes to develop a four-story hotel on the 1.24-acre project site. The approximately 48,100 square foot (sq. ft.) building would include 86 guestrooms. An architectural rendition of the Proposed Project is provided in **Figure 4**. The on-site parking lot will include 76 parking spaces, including 6 EV charging stations, on a surface lot located along the northern and western boundary of the hotel site. Approximately 78 percent of the property will be developed with impervious surfaces (building footprint, driveways, and parking lot), while the remaining 22 percent would be kept pervious and include landscaping and bioretention areas as depicted in the proposed site plan (**Figure 5**). Currently, the project site consists entirely of pervious surfaces.

The hotel building is oriented to face Market Street and is set to the rear of the property so that the frontage is a landscaped parking lot which is consistent with development trends along the street. There are two small strip retail buildings adjacent and parallel to the rear property line, and these buildings front on Clayton Road. There is gap between these two buildings where the full rear of the hotel building will be visible above the retail buildings. Additionally, an approximate 200 square-foot detached trash enclosure will be constructed on the southwestern corner of the hotel. The enclosure will be fully covered, will provide drainage to the sewer, and will keep with the architectural theme of the building façade. All facades have been considered and each have been treated with architectural elements.

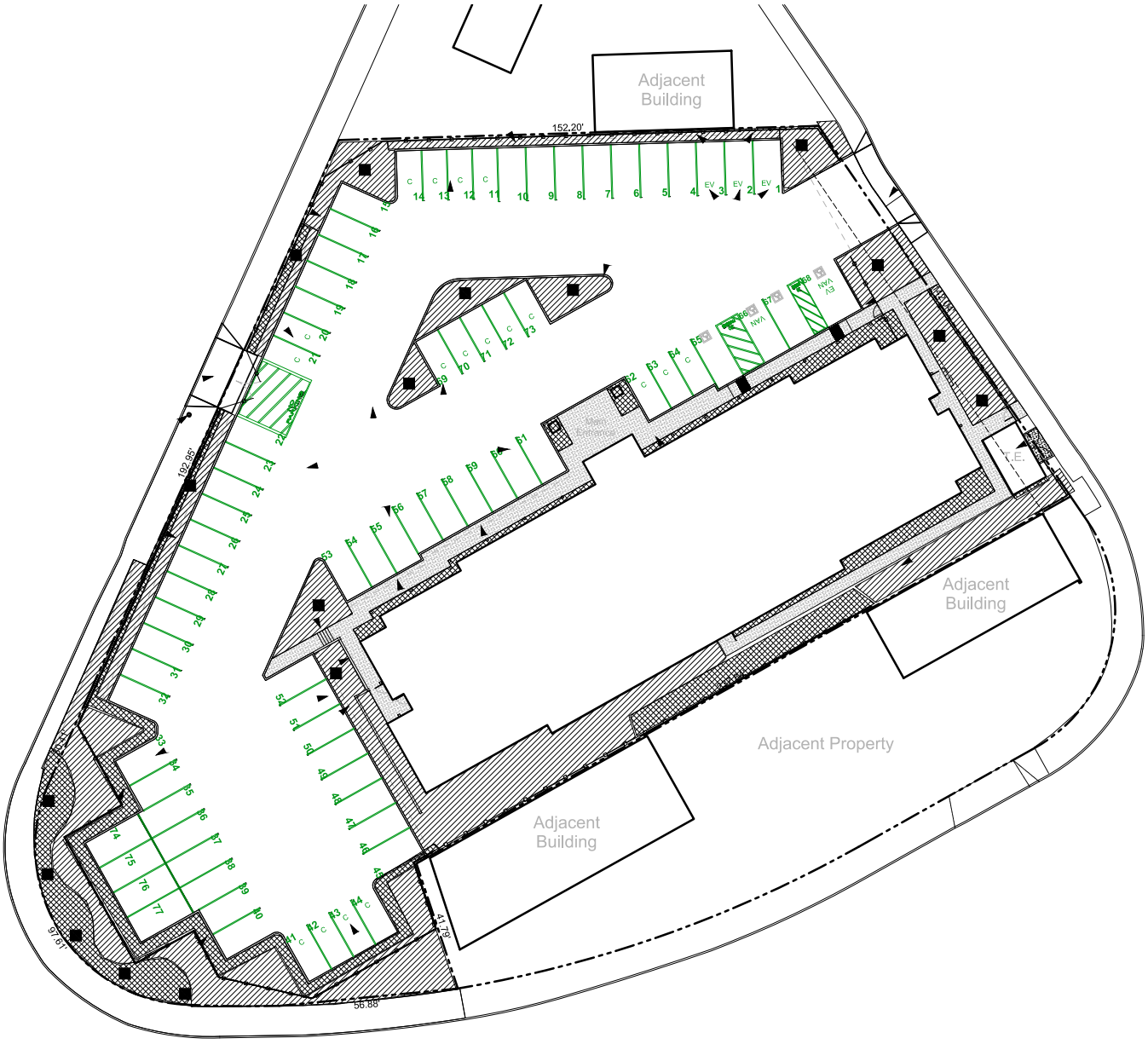
The architectural design incorporates some of the local elements of Todos Santos Plaza and integrates them into a Spanish Colonial influenced design complete with projecting façade elements, a linear canopy above the pedestrian concourse in front of the building, Spanish tile

Architectural Rendering 1 (View from Market Street)

Architectural Rendering 2 (View from Pine Street/Entry)

SOURCE: DESEA Architecture, 6/2020; AES, 7/2/2020

Figure 4
Architectural Renditions



SOURCE: DSE Architecture, 6/23/2020; AES, 7/29/2020

Figure 5
Proposed Site Plan

roofs, and stone veneer with worn edges providing an established presence. The façade colors include muted natural tones with a limited number of contrasting wall surfaces.

2.2.1 SITE ACCESS/CIRCULATION

The front of the hotel would be oriented toward the intersection of Market Street and Pine Street, where there would be an operating front desk and primary pedestrian access at the hotel lobby entry centered on the front building façade. Vehicle access to the parking lot is proposed from Pine Street.

All vehicular access points are unsignalized, with the primary driveway off Pine Street restricted to right-in/right-out traffic. Additionally, a service area located along Market Street would provide access to emergency vehicles, which is also restricted to right-in/right-out traffic. The Pine Street entry is designed for two-way circulation via a 26-foot driveway.

A total of 76 parking spaces are proposed, comprised of 50 standard sized stalls, 14 compact sized stalls, 4 tandem stalls, 3 ADA compliant stalls, and 6 EV charging stalls (including 1 ADA compliant EV charging stall). However, as proposed, the Proposed Project would not meet the City code requirements for parking, as fewer than the 86 needed parking spaces would be accounted for. Sidewalks are provided around the majority of the property. There is no access to the interior of the site directly from Clayton Road.

2.2.2 STORMWATER

The Proposed Project would be exclusively low-impact development (LID), and would drain to a public storm drain system on site, prior to draining to LID treatment facilities. The site is designed to capture all on-site discharge into the C3 facilities. Additionally, the project site would include small-scale stormwater control facilities (IMPs) designed to meet hydromodification plan flow requirements. All on-site drainage would be designed consistent with the California Regional Water Quality Control Boards for the San Francisco Bay Region's revised Provision "C.3" in the NPDES permit governing stormwater discharges in Contra Costa County and the corresponding Contra Costa County Stormwater C.3 Guidebook, 7th Edition. The Proposed Project would require a stormwater control plan. Additionally, the building would be set back at 15' from the rear property line to accommodate the storm drain easement.

2.2.3 GRADING

The project site is relatively flat and gradually slopes upwards by 0.7 percent to 8.5 percent towards the south-southwest portion of the property. Approximately 90 percent of the site will be modified by grading. An estimated 200 to 300 yards of earth will be moved during construction, ranging in depth of cut and fills of 0 to 5 feet. All excess earth will be moved to a local approved site that is able to accept clean fill, if necessary. The project site is located on expansive soils as defined in Table 18-1-B of the Uniform Building Code.

2.2.4 LANDSCAPING

The existing vegetation includes six camphor trees and one sycamore tree, of at least 6 inches in diameter, as well as 13 xylosma shrubs, and low-lying grasses. The existing vegetation is planned to be removed to complete the project.

The Proposed Project would include new water efficient landscaping along the exterior of the property to help it harmonize with the existing neighborhood. Approximately 22 percent of the project site would be landscaped. The landscape treatment has been designed with Chinese Elms and Raywood Ash as primary and secondary canopy trees with Crepe Myrtle trees incorporated for accent purposes. The corner of the site at Market Street and Clayton Road has been designed with a layering of California Wild Rose, Lantana, Tuscan Blue Rosemary, perennials and grasses achieving a landscape that is conscious of limiting water consumption. Additionally, the hotel façade will include trellises along the front of the building to provide additional shade and space for hanging foliage, as well as planter beds with trees and shrubs. Wrought iron fencing with landscaping is proposed to soften the perimeter.

2.2.5 CONSTRUCTION

Project improvements would be constructed in one phase and would commence in the spring of 2021. Construction activities would be limited to 7:30 A.M. to 6:00 P.M. on the weekdays per the City of Concord Municipal Code Title 18, Section 150.130 (O)(6). In addition, construction contractors are required to use power construction equipment with state-of-the-art noise and muffling devices. All internal combustion engines used on the Proposed Project shall be equipped with adequate mufflers and shall be in good mechanical condition to minimize noise created by faulty or poorly maintained engines or other components. Construction contractors are required to locate stationary noise generating equipment as far as possible from sensitive receptors. Length of noisy machinery during the construction phase will be approximately 6 to 8 months from the start of construction. All construction vehicles shall be equipped with mufflers, operate during site construction hours and shall not be allowed to idle. All construction activities would be conducted in accordance with applicable provisions of the California State Building Code (CBC), the Uniform Building Code (UBC), and applicable City requirements. The following equipment may be utilized during construction of the Proposed Project:

- Tunnel boring machine
- Pavement saw
- Jack hammers
- Excavators
- Front-end loaders
- 10-wheel dump trucks
- Bulldozers
- Water truck
- Paving equipment: back hoe, asphalt hauling trucks, compactors, paving machine, rollers Crane Trench shield
- Air compressors
- Flat-back delivery truck
- Concrete trucks
- Sweepers
- Road grader
- Concrete pumper trucks
- Welding trucks
- Side boom pipe handler tractor
- Earth movers
- Cranes

2.3 COMPARISON WITH LAND USE POLICY

2.3.1 GENERAL PLAN CONSISTENCY

The project site is currently designated as Commercial Mixed Use (CMU) and will be redesignated to Downtown Mixed Use (DTMU) as a result of the Proposed Project. The site's General Plan land use designation of DTMU is intended for a high density and intensity mix of residential, commercial and office development in central Concord. It allows for a mix of uses that balances jobs and housing opportunities, including offices, commercial development, hotels, public/quasi-public, and residential uses. The project provides commercial development and is thus consistent with the intent of the DTMU designation to provide higher density and mixed-use opportunities throughout central Concord. The project is in substantial compliance with the goals, objectives, and policies of the Concord General Plan, including "supporting higher density and mixed-use development in Downtown and near transit centers and corridors" as outlined in General Plan Principle LU-1.3.3.

Additionally, as conditioned, the project is consistent with General Plan policies by providing new commercial development opportunities that aim to expand or enhance the variety of goods and services to meet region-serving as well as local needs (Policy LU-3.1.4). Furthermore, the project site is located within the boundaries of the priority development area for the Downtown Concord BART Station Planning Area, providing additional support for the use of public mass transit (Policy LU-4.2.9).

2.3.2 SPECIFIC PLAN CONSISTENCY

The City adopted its Downtown Specific Plan (Plan) on June 24, 2014. The Specific Plan provides a vision for how the Downtown will integrate housing, jobs, retail, and transportation linkages including pedestrian, disability access, and vehicular traffic with transit hubs. The purpose of the Specific Plan is to set forth policies focused on what is achievable to implement in the Downtown over the next 20 to 30 years and set forth actions to be undertaken by the City. Additionally, one of the objectives of the Plan is to replicate early California architecture, which was greatly influenced by Spanish Colonial culture, and is clearly reflected in the overall design of the hotel.

2.3.3 AIRPORT INFLENCE AREA

The Proposed Project is located approximately 1 mile southeast of the Buchanan Field Airport, and is situated within the airport influence area, however outside of an overlay zone, per the Development Code, as defined in the Contra Costa County airport land use compatibility plan (ALUCP). The airport influence area is defined as area extending 14,000 feet from the ends of the specified runways. All land use applications within the airport influence area shall be referred to the airport land use commission (ALUC) for review (ALUC, 2000).

2.3.4 ZONING AND DEVELOPMENT CODE CONSISTENCY

The project site is currently zoned as CMX and will request a zoning change to DMX as a result of the Proposed Project. As conditioned, the proposed use is allowed within the applicable zoning district and complies with all other applicable provisions of the development code and

the Concord Municipal Code (CMC). The proposed use is classified as Hotel, which is a conditionally permitted use in the DMX (Downtown Mixed Use) Zoning District. The project meets the standards for lot area, floor area ratio, setbacks, and building height of DMX zoning, satisfies applicable requirements under Development Code, Division IV, General Development Standards, and complies with all other applicable provisions of the Development Code and Concord Municipal Code.

2.4 REGULATORY REQUIREMENTS, PERMITS, AND APPROVALS

As part of the implementation of the Proposed Project, the following permits and approvals may be necessary:

CITY OF CONCORD

Pursuant to Development Code Section 18.405.020, if an applicant submits more than one planning permit application for the same project, all applications shall be filed and processed concurrently and each application shall be considered and acted upon by the appropriate review authority. The City (Planning Commission based on the requested entitlements) will review the project to determine if the Use Permit and Design and Site Review should be provided for the Proposed Project and provide a recommendation to the City Council. The City Council will then review and render a decision on the Proposed Project. A request for a general plan amendment and zoning change has been issued.

SAN FRANCISCO BAY REGIONAL WATER QUALITY CONTROL BOARD (SFBRWQCB)

Approval of the project's coverage under the General Construction Storm Water NPDES Permit for Discharges of Storm Water Runoff Associated with Construction Activity is necessary because project construction results in one (1) acre or more of ground disturbance. Development of a SWPPP is thereby necessary for construction activities.

SECTION 3.0 – ENVIRONMENTAL CHECKLIST

Pursuant to CEQA *Guidelines* Section 15063, an Initial Study (IS) should provide the lead agency with sufficient information to determine whether to prepare an environmental impact report (EIR), negative declaration (ND), or Mitigated ND (MND) for a proposed project. The CEQA *Guidelines* state that an IS may identify environmental impacts by use of a checklist, matrix, or other method, provided that conclusions are briefly explained and supported by relevant evidence. If it is determined that a particular physical impact to the environment could occur, then the checklist must indicate whether the impact is Potentially Significant, Less Than Significant with Mitigation, or Less Than Significant. Findings of No Impact for issues that can be demonstrated not to apply to a proposed project do not require further discussion.

This IS was prepared to assess the environmental impacts of the Proposed Project in accordance with CEQA to provide State permitting agencies with sufficient information to determine whether to prepare an EIR, ND or MND for the Proposed Project.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.1 AESTHETICS

Would the project:

a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

3.1.1 ENVIRONMENTAL SETTING

The project site is located at the western entrance of the City's downtown area. This area includes multi-store commercial, office, and multi-story residential buildings. The project site is currently vacant and consists of permeable ground that exhibit weeds and grasses, shrubbery, several trees, and some perimeter fencing. The Proposed Project would share the block with a gas station, located to the north and two commercial buildings to the south. The project site is surrounded entirely by city streets, with commercial buildings to the east, multi-family residential buildings further south, and car dealerships to the west. BART station tracks run north to south approximately one mile east of the project site.

3.1.2 IMPACT DISCUSSION

QUESTIONS A AND B

The scenic quality of the City is characterized by its location within the Ygnacio Valley and Clayton Valley and the rolling hillsides of Los Medanos Hills to the east, Mt. Diablo to the southeast, and the Suisun Bay to the north. Due to the flat nature of the City, views of the surrounding scenic vistas are prominent, especially the views from Todos Santos Plaza, northeast of the project site (City of Concord, 2006). The project site is not immediately

adjacent to Todos Santos Plaza, separated by approximately one-mile, and therefore would not adversely affect views of this scenic vista.

The Proposed Project would replace the existing vacant lot with views of a four-story hotel building. Additionally, views along surrounding roadways would not be significantly obstructed due to the heights of the surrounding buildings located throughout the western downtown area. The project site is not located proximate to a state scenic highway and thus will not damage scenic resources such as trees, rock outcroppings, or historic buildings within the viewshed of such a highway. **No Impact.**

QUESTION C

Development of the Proposed Project would result in improved conditions as well as aesthetic features compatible with the historical and visual character of the City. While the proposed building would be four stories in height, the proposed project complies with the building height requirements of DMX zoning and satisfies all applicable development codes and is compatible with the other taller buildings visible along Clayton Road and throughout western downtown Concord. Additionally, the Proposed Project includes design features similar to the local elements found among buildings on Todos Santos Plaza, integrating Spanish Colonial influences, complete with projecting façade elements, a linear canopy above the pedestrian concourse in front of the building, Spanish tile roofs, and stone veneer with worn edges providing an established presence. Furthermore, the Proposed Project would include new water efficient landscaping along the exterior of the property, including planter beds with trees and shrubs, and hanging foliage along the front of the building. A wrought iron fence with landscaping will be placed along the entire perimeter of the project site to provide as a green screen. A two-story apartment building located on the south side of Clayton Road may be impacted to some degree as a result of the Proposed Project. However, because the Proposed Project is similar in size and design to nearby buildings and some distance (170 feet) from the apartment building, the impact to the apartment building would be less than significant. Accordingly, implementation of the Proposed Project would result in a less-than-significant impact to the overall existing visual character. **Less than Significant**.

QUESTION D

Currently the site does not contain any form of lighting, however, adjacent buildings surrounding the property to the subject property do have lighting installed. The Proposed Project includes commercial exterior lighting which will minimize glare and improve nighttime visibility to increase safety for pedestrians and vehicles consistent with City's regulation for photometric plans. Illuminated exterior signage placed on the front and rear of the building will be visible from SR-242 and Clayton Road to provide better visibility at night. However, signage will be internally illuminated and thus reduce any nighttime glare. Light from the Proposed Project's final design would be consistent with the surrounding uses, including the existing street lighting, and would not add substantial sources of new daytime or nighttime lighting or glare. **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest Range Assessment Project and Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 ENVIRONMENTAL SETTING

The project site is located in downtown Concord and surrounded entirely by commercial development and urban residential buildings beyond Clayton Road to the south. The project site

is relatively flat and contains limited vegetation, including seven trees. The property has not been used for agricultural purposes nor has it been used as forest land or timber harvest.

3.2.2 REGULATORY SETTING

FARMLAND MAPPING AND MONITORING PROGRAM

The U.S. Department of Agriculture (USDA) and the California Department of Conservation (CDC) analyze farmland losses. In 1975, the USDA Soil Conservation Service (SCS) began a mapping program to produce agricultural resource maps based on soil quality and land use nationwide. In 1982, the State of California created the Farmland Mapping and Monitoring Program (FMMP) within the CDC to carry out the mapping activity from the USDA-SCS on a continuing basis. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status and is based on information obtained from aerial photographs and data from the NRCS. There are no FMMP designated Prime Farmland Soils in the project site (ArcGIS, 2020).

WILLIAMSON ACT

The California Legislature passed the California Land Conservation Act (commonly referred to as the "Williamson Act") in 1965 to preserve agricultural lands and open space by discouraging premature and unnecessary conversion to urban uses. Under the Williamson Act, private landowners contract with counties and cities to voluntarily restrict privately-owned land to agricultural and compatible open-space uses. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than their potential market value. The vehicle for these agreements is a rolling-term, ten-year contract that is automatically renewed unless either party files a "notice of nonrenewal." The project site is not subject to a Williamson Act contract (ArcGIS, 2020).

CITY PLANNING

The City of Concord is dominated by urban/residential/commercial zoned land. There is no land zoned for agriculture, forest land, or timberland zoned for Timberland Production (City of Concord, 2012). Prime Farmland, Unique Farmland, and Farmland of Statewide Importance have not been identified within the City (California Department of Conservation, 2016a).

3.2.3 IMPACT DISCUSSION

QUESTIONS A THROUGH E

The Proposed Project is not located on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and would not convert any farmland to a non-agricultural use. As stated above, there is no existing agricultural zoned land or forest land, timberland, or timberland zoned for Timberland Production within the city limits of Concord and there are no land uses allowing permitted agricultural operations within one mile of the project site. Accordingly, there would be no conflict with existing zoning nor would the Proposed Project conflict with the Williamson Act as the project site is not subject to a Williamson Act contract. **No Impact**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.3 AIR QUALITY

Where available, the significance 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?	☐	☒	☐	☐
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

3.3.1 ENVIRONMENTAL SETTING

REGIONAL

The primary factors that determine air quality are the locations of air pollutant sources and the amounts of pollutants emitted. Meteorological and topographical conditions, however, are equally important. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants.

Two types of air pollutants affect air quality in Concord: criteria air pollutants (CAPs) and toxic air contaminants (TACs). The major source of air pollutants in Concord is motor vehicle emissions. Heavy commute patterns throughout the San Francisco Bay Area have resulted in poor regional air quality levels.

Air quality issues in the City are under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). Contra Costa County is one of the seven counties that comprise the San Francisco Bay Area air basin. The project site is located within the city limits of Concord and is surrounded by residential and urban developed land.

SENSITIVE RECEPTORS

Sensitive receptors are facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Hospitals, schools, convalescent facilities, and residential areas are examples of sensitive receptors.

Several sensitive receptors in the vicinity of the project site. The closest sensitive receptors are three residential apartments located approximately 110 feet south of the project boundary; four single-family residences located approximately 200 feet south of the project boundary; and two residential apartments located approximately 220 feet south of the project boundary across Clayton Road. Additional residential apartments are located approximately 230 feet southeast of the project boundary across Clayton Road and Pine Street. Harvest Church is located approximately 800 feet northeast of the project site across Willow Pass Road. No schools are located in the vicinity of the project site.

3.3.2 REGULATORY SETTING

FEDERAL AND STATE

Air quality in the area is a function of the criteria air pollutants (CAPs) emitted locally, the existing regional ambient air quality, and the meteorological and topographic factors that influence the intrusion of pollutants into the area from sources outside the immediate vicinity. The project site's air quality is based on the CAPs meeting the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). The 1977 Federal Clean Air Act (CAA) required the United States Environmental Protection Agency (EPA) to identify NAAQS to protect public health and welfare. NAAQS have been established for the six "criteria" air pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), respirable particulate matter (PM), and lead. PM is designated into two size classes, course particulate matter 10 micrometers or less in diameter (PM_{10}) and fine particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$). The smaller size of $PM_{2.5}$ allows it to enter the cardiovascular system and cause more serious health problems. For this reason the NAAQS sets a more stringent standard on $PM_{2.5}$ in ambient air quality. Pursuant to the 1990 CAA Amendments (CAAA), the EPA has classified air basins (or portions thereof) as either "attainment" or "non-attainment" for each criteria air pollutant, based on whether or not the NAAQS have been achieved. The region's attainment status for the NAAQS is listed in **Table 3-1**.

California has adopted ambient standards that are more stringent than the Federal standards for the criteria air pollutants. Under the California Clean Air Act (CCAA), patterned after the Federal CAA, areas have been designated as attainment or non-attainment with respect to CAAQS. The Bay Area region's attainment status for the CAAQS is listed in **Table 3-1.**

TABLE 3-1

BAAQMD ATTAINMENT STATUS FOR CAAQS AND NAAQS

Pollutant	Averaging Time	California Standards		National Standards	
		Concentration	Attainment Status	Concentration	Attainment Status
Ozone	8 Hour	0.060 ppm	Non-attainment	0.060 ppm Primary same as secondary	Non-attainment
	1 Hour	0.09 ppm (180 µg/m^3)	Non-attainment		
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment
Nitrogen Dioxide	1 Hour	0.18 ppm (339 µg/m^3)	Attainment	0.100 ppm	Unclassified
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Attainment
Sulfur Dioxide	24 Hour	0.04 ppm (105 µg/m^3)	Attainment	0.14 ppm (365 µg/m^3)	Attainment
	1 Hour	0.25 ppm (655 µg/m^3)	Attainment	0.075 ppm (196 µg/m^3)	Attainment
	Annual Arithmetic Mean			0.030 ppm (80 µg/m^3)	Attainment
Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	Non-attainment		
	24 Hour	50 µg/m^3	Non-attainment	150 µg/m^3	Unclassified
Particulate Matter Fine ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Unclassified
	24 Hour			35 µg/m^3	Non-attainment
Sulfates	24 Hour	25 µg/m^3	Attainment		
Lead	30 day Average	1.5 µg/m^3			Attainment
	Calendar Quarter			1.5 µg/m^3	Attainment
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3	Unclassified	N/A	N/A
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 µg/m^3	No information available	N/A	N/A
Visibility Reducing particles	8 Hour (10:00 to 18:00 PST)	10-mile nominal visual range	Unclassified	N/A	N/A

BAAQMD = Bay Area Air Quality Management District
Source: BAAQMD, 2014

LOCAL

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) controls criteria and toxic air pollutants. The primary role of cities in achieving and maintaining regional air quality standards is through land use decision-making, which can affect vehicle miles traveled, and through other measures that manage the emission of pollutants. The BAAQMD identifies specific Transportation Control Measures (TCMs) that, together with other approaches, may help reduce emissions in the City of Concord. These contribute to regional pollution control and greenhouse gas reduction efforts.

The BAAQMD notes a particular need to reduce exposure to particulates and air toxics related to freeways and major arterials, especially those with high volumes of truck traffic, as well as exposure related to goods movement and distribution centers. Ambient concentrations of toxic air contaminants are similar throughout the urbanized area of the Bay Area. The BAAQMD regulates toxic air contaminants from stationary sources through their permit process; mobile sources of toxic air contaminants are regulated indirectly through vehicle emissions standards and fuel specifications.

The most recently adopted air quality plan for the Bay Area is the 2017 Clean Air Plan, which provides a regional strategy to protect public health and the climate. The Clean Air Plan control strategy includes 85 individual control measures to reduce emissions which are categorized into sectors, including: stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-GHG pollutants (BAAQMD, 2017b).

The BAAQMD subsequently adopted revised Air Quality Guidelines in May 2017, which contain CEQA thresholds of significance for projects, shown in **Table 3-2** below. If the daily average or annual emissions of operation-related CAPS or precursors exceeds any of these thresholds, the Proposed Project would result in a cumulatively significant impact (BAAQMD 2017a). Additionally, the Air Quality Guidelines provides a significance threshold for odors at five confirmed complaints per year averaged over a period of three years in the project source area (BAAQMD 2017a).

TABLE 3-2
THRESHOLDS OF SIGNIFICANCE FOR OPERATIONAL-RELATED CAPS AND PRECURSORS

Pollutant	Maximum Annual (tons)	Average Daily (lb/day)
ROG	10	54
PM_{10}	15	82
$PM_{2.5}$	10	54
NO_X	10	54

The Air Quality Guidelines also contains screening criteria for operational-related CAPs for numerous land use types. The screening criteria for construction emissions is 554 rooms or fewer for ROG assessment, and for operational emissions the threshold is 489 rooms or fewer for NO_X assessment (BAAQMD 2017a). The Air Quality Guidelines also contains odor screening

distances for various facility types, which include manufacturing and industrial facilities; hotels are not included (BAAQMD 2017).

Air Quality Monitoring

The California Air Resources Board (CARB) maintains several ambient air quality monitoring stations within the BAAQMD that provide information on the average levels of CAPs in the region. Monitored ambient air pollutant levels reflect the number and strength of emissions sources and the influence of topographical and meteorological factors. The only monitoring station in the City of Concord is located at 2956-A Treat Boulevard, approximately 2.6 miles southeast of the project site. **Table 3-3** presents a three-year summary of ambient air quality monitoring data from the Concord station and compares ambient air pollutant levels of ozone, $PM_{2.5}$, and PM_{10} to CAAQS and NAAQS located in **Table 3-1**. The ambient air quality standards were not exceeded at the monitoring location during the years 2016 to 2018 according to the NAAQS and CAAQS for one-hour zone or the state 24-hour $PM_{2.5}$, as shown in **Table 3-3**.

TABLE 3-3
AIR QUALITY DATA SUMMARY FOR CONCORD 2016-2018

Pollutant	Standard	Days Standard Exceeded[1] in:		
		2016	2017	2018
Ozone	Federal 8-Hour	2	0	0
	State 8-Hour	2	0	0
	Federal 1-Hour	0	0	0
	State 1-Hour	1	0	0
PM_{10}	State 24-Hour	0	0	0
$PM_{2.5}$	Federal 24-Hour	0	4	14

NOTES: 1 An exceedance is not necessarily a violation.
SOURCE: CARB, 2020.

3.3.3 IMPACT DISCUSSION

QUESTION A

Implementation of the Proposed Project would result in the construction and operation of 86 hotel rooms and 76 parking spaces, five of those spaces would be reserved for electric vehicles. In accordance with the BAAQMD screening criteria adopted by the City for the Proposed Project, the construction of 86 hotel rooms would not exceed the significance threshold of 489 hotel rooms for CAPs and associated precursors during the construction or operational phase of the project.

Nonetheless, for full disclosure, project-related emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Construction and operation are considered not to overlap and are therefore analyzed separately. It was assumed that construction would last approximately 8 months starting January 1, 2021 and ending August 2021. The first full year of operation is assumed to occur in 2022.

To estimate criteria emissions from construction equipment, CalEEMod default construction equipment was used in this analysis. Additionally, it was assumed that 280 square feet (sf) of pavement would be removed and 1,180 sf of concrete; and that 76 parking spaces would be installed, including six electric vehicle (EV) charging or EV pre-wired spaces. The Proposed Project would result in the temporary generation of ROG, NO_x, PM_{10}, and other regulated pollutants during construction. ROG and NO_x emissions are associated with employee vehicle trips, delivery of materials, and construction equipment exhaust. PM_{10} is generated during site preparation, excavation, road paving, and from exhaust associated with construction equipment.

Operational emissions would result from area sources such as landscaping equipment, electricity use, and mobile emissions from vehicles traveling to and from the Project Site. Daily trips generated by the Proposed Project are quantified in the traffic analysis performed by Fehr & Peers (**Appendix A**) and were used to determine the mobile emissions resulting from the project. All CalEEMod data tables, including input values, assumptions used, and output values, are detailed in **Appendix B**.

The Proposed Project would result in annual emissions of the Clean Air Plan CAPS and precursors presented in **Table 3-4** and **Table 3-5** below.

TABLE 3-4
CONSTRUCTION-RELATED EMISSIONS

Year	ROG	NO_X	PM_{10}	$PM_{2.5}$
	lb/day			
2021	7.45	17.44	6.54	3.67
Maximum	7.45	19.73	6.54	3.67
BAAQMD Threshold	54	54	82	54
Exceed Threshold	*No*	*No*	*No*	*No*
Source: BAAQMD, 2017; BREEZE Software, 2017, CalEEMod v 2016.3.2,				

TABLE 3-5
OPERATIONAL EMISSIONS

Category	ROG	NO_X	PM_{10}	$PM_{2.5}$
	lb/day			
Area	1.17	<0.01	<0.01	<0.01
Energy	0.06	0.57	0.04	0.04
Mobile	0.67	2.52	1.78	0.49
Total	**1.90**	**3.10**	**1.82**	**0.53**
BAAQMD Threshold	54	54	82	54
Exceed Threshold	*No*	*No*	*No*	*No*
Source: BAAQMD, 2017; BREEZE Software, 2017, CalEEMod v 2016.3.2,				

As shown in **Tables 3-4** and **3-5**, the construction-related emissions and the operational emissions would not result in exceedance of the BAAQMD thresholds. Therefore, in accordance

with the May 2017 Air Quality Guidelines, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan set forth by the BAAQMD to meet the NAAQS (BAAQMD, 2017). Accordingly, no violation of any air quality standard or contribution to an existing or projected air quality violation would occur.

Although construction emissions from the Proposed Project would not exceed BAAQMD thresholds, construction dust and diesel emissions could disturb neighbors for short periods of time which could be a potentially significant impact. The BAAQMD has not adopted thresholds for fugitive dust emissions and requires that all projects employ best management practices (BMPs), regardless of whether or not the project exceeds applicable thresholds of significance. These are included as **Mitigation Measure AQ-1** below.

In accordance with the results of the screening criteria for operational emissions and construction related emissions, the Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation; nor would it conflict with or obstruct implementation of the applicable BAAQMD air quality plan. **Less than Significant with Mitigation**.

QUESTION B

Past, present, and future development projects contribute to a region's air quality conditions on a cumulative basis; therefore, by its very nature, air pollution is largely a cumulative impact. If a project's individual emissions contribute toward exceedance of the NAAQS or the CAAQS, then the project's cumulative impact on air quality would be considered significant. In developing attainment designations for criteria pollutants, the USEPA considers the region's past, present, and future emission levels. Similarly, local air districts determine suitable significance thresholds based on an area's designated nonattainment status, which considers the region's past, present, and future emissions levels.

As discussed above, emissions resulting from the Proposed Project would not exceed BAAQMD thresholds, and construction would be in conformance with CARB and the applicable Air Quality Guideline thresholds developed to address cumulative emissions of criteria air pollutants in the air basin. Therefore, the Proposed Project would have a less-than-significant cumulative impact on local and regional air quality. **Less Than Significant**.

QUESTION C

Some receptors are considered more sensitive than others to air pollutants, as discussed in **Section 3.1 Environmental Setting** above. Construction emissions are temporary and can be abated through mitigation (see **Mitigation Measure AQ-1**). The Proposed Project includes gross disturbed area of approximately 1.24 acres. Land uses in the vicinity of the property include multi-family and single-family residences, mixed-use urban and commercial development. The nearest off-site residence to the property is located approximately 170 feet south of the project boundary across Clayton Road. Additionally, Harvest Church is located approximately 800 feet northeast of the project site. The nearest school is Meadow Homes Elementary School which is located approximately 0.5 miles southeast of the project site. There are no hospitals within one mile of the project site. As shown above, no criteria pollutant emissions would exceed the BAAQMD thresholds; therefore, no substantial increase in pollutant

levels would occur. Sensitive receptors' exposure to substantial pollutant concentrations would be **Less than Significant with Mitigation**.

QUESTION D

The Proposed Project would be consistent with surrounding land uses such as residential and mixed use. Construction equipment has the potential to emit odor in the vicinity of the project site, however, construction odors are not anticipated to be detected beyond the project site boundary. Under the BAAQMD Air Quality Guidelines, the Proposed Project is not considered an odor generating land use. Additionally, in accordance with BAAQMD Regulation 7, the Proposed Project would be restricted from emitting quantities of pollutants that would cause detriment, nuisance, or annoyance to any persons or to the public. The Proposed Project would not result in emissions, such as odors, adversely affecting a significant number of people. **Less Than Significant**.

3.3.4 MITIGATION MEASURES

AQ-1 The following BMPs will be implemented during construction.

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator.

h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District‘s phone number shall also be visible to ensure compliance with applicable regulations.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.4 BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS?	☐	☒	☐	☐
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 CDFW or USFWS?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally-protected wetlands as defined by Section 404 of the federal Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
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?	☐	☐	☐	☒

3.4.1 ENVIRONMENTAL SETTING

The project site currently consists of a disturbed vacant lot composed of permeable ground. Ruderal low growing non-native grass and forb species dominate the landscape with ornamental trees and shrubs occurring along the perimeter of the site with a small cluster of trees occurring near the center. Existing vegetation includes 6 camphor trees and 1 sycamore tree that are at least 6-inches in diameter, as well as 13 xylosma shrubs and low-lying grasses.

The project site is surrounded by commercial development and high-density residences. Pine Creek occurs directly adjacent to the project site to the west and is enclosed by chain-link fencing on top of a lined concrete channel. The portion of Pine Creek that flows past the site is void of vegetation and flows into an underground portion of a concrete channel under Market Street and Clayton Road then continues southeast. The project site is isolated from any other open space/native habitat, with the closest undeveloped area occurring approximately 1.26 miles to the southeast (Lime Ridge Open Space).

CRITICAL HABITAT

A California Native Diversity Database (CNDDB) (CDFW, 2020) and Unites States Fish and Wildlife Service (USFWS) (USFWS, 2020) map was consulted for areas marked as critical habitat for listed species (see **Appendix C**). Critical habitat for Alameda whipsnake (*Masticophis lateralis euryxanthus*) occurs within a five-mile radius of the project site. No designated critical habitat occurs on or adjacent to the project site.

SPECIAL-STATUS SPECIES

For the purposes of this assessment, special status species have been defined to include those species that are:

- Listed as endangered or threatened under the Federal Endangered Species Act (FESA) (or formally proposed for, or candidates for, listing);
- Listed as endangered or threatened under the California Endangered Species Act (CESA) (or proposed for listing);
- Designated as endangered or rare, pursuant to California Fish and Wildlife (CDFW) Code (§1901);
- Designated as fully protected, pursuant to CDFW Code (§3511, §4700, or §5050);
- Designated as species of concern to the CDFW;
- Covered under the International Migratory Bird Treaty Act; or
- Defined as rare or endangered under CEQA.

Special-Status Wildlife

An Official Special-Status Species List was generated from the USFWS Information, Planning, and Conservation (IPaC) (USFWS, 2020) and the CDFW California Natural Diversity Database (CNDDB) (CDFW, 2020) system web sites (**Appendix C**). The list identifies 23 special-status animal species and 34 plant species with the potential to occur in the region of the project site that are proposed, candidate, threatened, or endangered federal status. These are listed below. Additional details, including habitat requirements to be classified as having a potential to occur on the project site for each are included in **Appendix C**.

- California tiger salamander
- Foothill yellow-legged frog
- California red-legged frog
- Golden eagle
- Burrowing owl
- Ferruginous hawk
- Swainson's hawk
- Slender silver moss
- Toren's grimmia

- Coastal triquetrella
- Big tar plant
- Mt. Diablo bird's-beak
- Mt. Diablo buckwheat
- Diablo helianthella
- Contra Costa goldfields
- Woodland woolythreads
- Mt. Diablo phacelia
- Most beautiful jewelflower
- Oval-leaved viburnum
- Crotch bumble bee
- Townsend's big-eared bat
- San Joaquin kit fox
- Fragrant fritillary
- Western pond turtle
- San Joaquin pocket mouse
- Delta smelt
- Mt. Diablo manzanita
- Chaparral harebell
- Hospital Canyon larkspur
- Jepson's coyote-thistle
- Brewer's western flax
- Showy golden madia
- Lime Ridge navarretia
- Rock sanicle
- Mt. Diablo jewelflower
- Serpentine bunch grass
- Western bumble bee
- Berkeley kangaroo rat
- Mt. Diablo fairy-lantern
- Slender-leaved pondweed
- Alameda whipsnake
- San Francisco dusky-footed woodrat
- Contra Costa manzanita
- Congdon's tarplant
- Lime Ridge larkspur
- San Joaquin spearscale
- Carquinez goldenbrush
- Hall's bush-mallow
- Antioch Dunes evening-primrose
- Chaparral ragwort
- Caper-fruited tropidocarpum
- Obscure bumble bee
- Pallid bat
- Hoary bat
- Bridges' coast range shoulderband
- Northern California legless lizard
- Cost horned lizard
- Giant garter snake

3.4.2 REGULATORY SETTING

FEDERAL ENDANGERED SPECIES ACT (FESA)

Under FESA, the Secretary of the Interior and the Secretary of Commerce have the joint authority to list a species as threatened or endangered (16 United States Code [U.S.C.] 1533c). The purposes of FESA are to provide a means to conserve the ecosystems that endangered and threatened species depend on and to provide a program for conservation and recovery of the species with the intent of removing the species from a listed, protected status. Regulatory protection is given to any species listed as endangered or threatened.

The USFWS and the National Marine Fisheries Service (NMFS) are the federal agencies that enforce FESA. Pursuant to the requirements of FESA, an agency reviewing a project within its jurisdiction must determine whether any federally listed threatened or endangered species may be present in the project area and determine whether the Proposed Project will have an impact on such species. Under FESA, habitat loss is considered to be an impact to the species. In addition, the agency is required to determine whether the project is likely to jeopardize the continued existence of any species proposed for listing under FESA or result in the destruction or adverse modification of critical habitat proposed to be designated for such species (16 U.S.C. 1536).

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE (CDFW)

California Law, Fish and Game Code sections 3503 and 3503.5 provide protection of birds and birds' nests by prohibiting the take of birds, their nests, or their eggs. California Law, Fish and Game Code section 1600 et seq., requires notification to the CDFW for proposed projects that may: divert, obstruct, or change the natural flow or the bed, channel or bank of any river,

stream, or lake; use material from a streambed; or result in the disposal or deposition of debris, waste, or other material where it may pass into any river stream, or lake.

CEQA GUIDELINES

Several federal and state statutes protect rare, threatened, and endangered species. The CEQA Guidelines Article 20, Section 15380 provides that a species not listed on the federal or state list of protected species may be considered rare, threatened, or endangered if the species can be shown to meet certain specified criteria. These criteria have been modeled after the definitions of endangered, rare, or threatened provided in FESA and CESA. This section of the Guidelines gives public agencies the ability to protect a species from any potential impacts of proposed projects until the respective government agency has the opportunity to designate (list) a species as protected, if warranted.

The California Native Plant Society (CNPS) maintains an extensive list of plant species that it considers to be rare, threatened, or endangered, but have no designated status or protection under federal or state endangered species legislation. Impacts to CNPS listed species (e.g., CNPS list 1B and 2) are considered pursuant during CEQA environmental review.

CALIFORNIA ENDANGERED SPECIES ACT (CESA)

Under CESA, it is unlawful to take a State-listed endangered or threatened species. Fish and Game Code section 86 defines take as "hunt, pursue, catch, capture or kill or attempt to hunt, pursue, catch, capture or kill." CESA take authorization, over CDFW, if there is potential for take of a State-listed plant or wildlife species.

MIGRATORY BIRD TREATY ACT (MBTA)

Migratory birds are protected under the federal MBTA of 1918 (16 U.S.C 703-711). The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. As such, project-related disturbances must be reduced or eliminated during the nesting season.

3.4.3 IMPACT DISCUSSION

QUESTION A

The project site consists of low-quality habitat that has been disturbed. Based on habitat needs of the species listed above and in **Appendix C**, the project site does not contain suitable habitat to support special-status species. Nesting habitat for migratory birds and other birds of prey protected under the MBTA may include the trees scheduled for removal within the project site and vicinity. Potential disruption of nesting migratory birds and other birds of prey during construction could result in nest abandonment or mortality. Likewise, increased human activity and traffic, elevated noise levels, and operation of machinery could also impact birds if their nests are located within the vicinity of the project site. With implementation of **Mitigation Measure Bio-1**, impacts would be less than significant.

The Proposed Project would not have a substantial adverse effect on species identified as candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or the USFWS. **Less than Significant with Mitigation**.

QUESTION B

The project site consists of disturbed habitat and does not contain riparian habitat or other sensitive natural communities as identified in local or regional plans, policies, or regulations by the CDFW or USFWS. **No Impact**.

QUESTION C

The Proposed Project does not contain federally protected wetlands or waters of the U.S. as defined by Section 404 of the Clean Water Act, and will not have an adverse effect through direct removal, filling, hydrological interruption, or any other means. **No Impact**.

QUESTION D

The project site is not located within an established native resident or migratory wildlife corridor, or native wildlife nursery site. The Proposed Project would not interfere with the movement of native resident or migratory fish or wildlife species. **No Impact**.

QUESTION E

The Proposed Project would remove the seven trees on the project site. In accordance with the City tree ordinance for the preservation of the City's mature and special trees, Chinese Elms and Raywood Ash trees would be replanted as primary and secondary canopy trees with Crepe Myrtle trees for accent purposes in accordance with the landscaping plan submitted during the application process to the City. Accordingly, the Proposed Project would not conflict with local policies protecting biological resources. **Less Than Significant**.

QUESTION F

The project site is not located on or near an area covered by a Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan and thus would not affect any such plans or areas. **No Impact**.

MITIGATION MEASURES

Bio-1 Should ground disturbing activities occur during nesting season (February 15 to September 15), a preconstruction nesting bird survey shall be conducted no more than 7 days prior to the start of ground disturbing activities. Areas within 500 feet of construction shall be surveyed for active nests. Should an active nest be identified, a "disturbance-free" buffer will be established based on the needs of the species identified and will be maintained until it can be verified that the nestlings have fledged. After fledging, work may proceed as normal. Should active nests be observed within 500 feet of construction, an avoidance buffer shall be implemented based on the needs of the species and as determined by a qualified biologist.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.5 CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

3.5.1 ENVIRONMENTAL SETTING

METHODS

A cultural resources assessment was completed by Charlane Gross, an AES professional Archaeologist (AES, 2020). A background record search was performed at the Northwest Information Center (NWIC) of the California Historical Resources Information System on August 13, 2020 (NWIC File No.: 20-0021). Additional research was conducted using files and literature maintained at AES, as well as internet resources. The record search included a review of the National Register of Historic Places; The California Register of Historical Resources; California Points of Historical Interest; California Inventory of Historic Resources; California Historical Landmarks; Directory of Properties in the Historic Property Data Files for Contra Costa County; Archaeological Determinations of Eligibility. The NWIC also included a review of historic maps, including the 1897 Concord USGS 15' quadrangle, the 1915 Concord USGS 15' quadrangle, the 1948 Concord USGS 15' quadrangle, and Wagner & Sandow's 1894 Map Showing Portions of Alameda and Contra Costa Counties City and County of San Francisco California. No development within the Proposed Project site was depicted on any map.

The record search determined that there have been no previous surveys of the project site, but 13 cultural resources surveys have been completed within ½-mile of the project site. Only one resource has been identified within ½-mile, the Mokelumne Aqueduct which lies to the west of the project site on the other side of Highway 242 and which will not be impacted by the Proposed Project.

No field survey was conducted as the bulk of the project site has been previously disturbed and graded with weeds and grasses growing through the compacted gravel. The viaduct that is part

of the channelized portion of Pine Creek is located beyond the chain-link fence near the eastern end of the project site.

PREHISTORY

The proposed project site is located at the northeastern edge of an area that was occupied by the Penutian–speaking Bay Miwok at the time the Spanish arrived in northern California in the 18th century. Their territory encompassed much of the San Francisco Bay area and extended eastward to the Central Valley. The Bay Miwok are known to have occupied this region at least since 300 A.D., though their presence may date back as far as 2500 B.C. At the time of contact with the Europeans, there were an estimated 7,000 to 10,000 Native Americans living in the coastal area stretching from Point Sur in Monterey County, northward through the Coast Ranges to the Sacramento River Delta and eastward to the San Joaquin River. The Bay Miwok were one of five geographically and linguistically distinct groups in the area, including Costanoan, Patwin, Wappo, Coast Miwok and Bay Miwok (Basin, 2013; ESA, 2009).

The Bay Miwok Indians were organized in triblets of related families, who were well-placed to exploit the rich resources offered by estuaries and grasslands. Proximity to Spanish missions led to early resettlement and conversion at the same time European diseases were taking significant toll on the population by the first half of the 19th century (Basin, 2013; ESA, 2009).

HISTORY

The first expedition into the East Bay occurred in 1772 when Pedro Fages and his party explored the San Francisco Bay and Carquinez Strait, including the Diablo and Livermore Valleys near Concord. In the spring of 1776, Captain Juan Bautista de Anza established the San Francisco Presidio and by April 1, de Anza's men had traveled through San Francisco, down the peninsula and up the East Bay shoreline, passing through Antioch and the plains of eastern Contra Costa County toward Tracy (Basin, 2013; ESA, 2009).

The establishment of the Mission Dolores in San Francisco in the same year began the "Mission Period" in the San Francisco Bay area, part of an effort by the Spanish to spread Christianity through the establishment of 21 Roman Catholic missions in Alta California in the late 18th and early 19th centuries. The missions in the East Bay were used to graze thousands of cattle and sheep, as well as for grain production and housed several hundred native Bay Miwok Indian converts (Basin, 2013; ESA, 2009).

In 1833–34, the Mexican government secularized the Spanish missions and many mission lands were also subsequently granted to individuals who established the great ranchos, or vast cattle raising estates. The project site was part of the Rancho Monte del Diablo, granted to Salvio Pacheco in 1834 (Basin, 2013; Beck and Haase, 1974; ESA, 2009; Hoover, et al., 2002).

3.5.2 REGULATORY SETTING

CALIFORNIA ENVIRONMENTAL QUALITY ACT

CEQA requires that, for projects financed by, or requiring the discretionary approval of public agencies in California, the effects that a proposed project has on historical or unique archaeological resources be considered (Public Resources Code Section 21083.2). Historical resources include: buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (PRC Section 50201). CEQA Guidelines Section 15064.5 define three cases in which a property may qualify as a historical resource for the purpose of CEQA review:

1. If it is listed in, or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources (CRHR); or

2. It is included in a local register of historical resource or identified as significant in a qualifying historical resource survey; or

3. The resource appears in, or is determined eligible for the listing, in the CRHR. Public Resources Code Section 5024.1 and CEQA Guidelines 15064.5 define eligibility requirements and states that a resource may be eligible for inclusion in the CRHR if it:

    a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

    b. is associated with the lives of persons important in our past;

    c. embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or

    d. has yielded, or may be likely to yield, information important in prehistory or history.

Sites younger than 45 years, unless of exceptional importance, are not eligible for listing in the CRHR. Properties must retain integrity to be eligible for listing on the CRHR. Properties that are listed in, or are eligible for, listing in the National Register of Historic Places are automatically considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (PRC section 5024.1(d)(1)).

1. The resource is included in a local register of historic resources, as defined in section 5020.1(k) of the PRC, or is identified as significant in a historical resources survey that meets the requirements of section 5024.1(g) of the PRC (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).

2. The lead agency determines that the resource may be a historical resource as defined in PRC section 5020.1(j), 5024.1, or significant as supported by substantial evidence in light of the whole record.

Public Resources Code Section 21083.2 governs the treatment of unique archaeological resources, defined as "an archaeological artifact, object, or site about which it can be clearly demonstrated" as meeting any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- has a special and particular quality such as being the oldest of its type or the best example of its type; or
- is directly associated with a scientifically recognized important prehistoric or historic event or person.

3.5.3 IMPACT DISCUSSION

QUESTION A

No historical resources, as defined in CEQA Guidelines 15064.5, were identified during the background research. The only resource identified within ½- mile consists of the Mokelumne Aqueduct, located on the west side of Highway 242. There will be **No Impact** to the Aqueduct.

QUESTION B

The southern portion of the project site is a capped viaduct, part of the channelized portion of Pine Creek, which formerly would have bordered the project site. The Proposed Project is also located approximately 2,000 feet southeast of the confluence of Galindo Creek and Walnut Creek, and archaeological resources have been identified elsewhere along both Galindo and Walnut creeks. Pine Creek is now contained within a viaduct where it runs past the property, but the proximity of what was a natural water source, enhanced by the nearby confluence with another water source, indicates a moderate potential for buried cultural resources that could be uncovered during ground-disturbing activities. These might include, but are not limited to: flakes and chipped stone tools; grinding implements such as millingstones, manos, mortars and pestles; midden soils, fragments of bone, shellfish, and fire affected rock; construction materials and building foundations; wells or privies; deposits of metal, glass, and/or ceramic refuse. If these or similar resources are uncovered at the Proposed Project site, all work within 50 feet of the discovery shall halt until a qualified professional archaeologist can evaluate the find. With implementation of **Mitigation Measure CR-1**, impacts to archaeological resources discovered during construction of the Proposed Project would be reduced to **Less than Significant with Mitigation**.

QUESTION C

Given the rich natural resources that would have been available in the project site vicinity prehistorically and high population density of the region during the prehistoric period, there is always the potential for human remains to be uncovered during ground-disturbing activities. If any human remains are encountered during Proposed Project construction, impacts to these remains would be potentially significant. With implementation of **Mitigation Measure CR-2**, impacts to human remains discovered during construction would be reduced to **Less than Significant with Mitigation**.

MITIGATION MEASURES

CR-1 a) The Project Applicant shall retain a qualified professional archaeologist and representative of the Native American community to provide a Worker Environmental Awareness briefing to construction workers regarding the potential for cultural resources prior to the onset of ground-disturbing activities.

b) The Project Applicant shall retain a qualified professional archaeologist and a Native American monitor to observe all site grading at and below site surface until or unless excavations exceed the depth of Holocene soils.

c) All construction within 50 feet shall halt if archaeological resources are uncovered during construction. Such materials may include, but not be limited to: unusual amounts of shell, stone, animal bone, bottle glass, ceramics, structure/building remains, etc. The on-site archaeologist, in consultation with the Native American monitor, shall identify the materials, determine their possible significance, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to avoidance of the resource through changes in construction methods or project design, recordation, or implementation of a program of testing and data recovery, in accordance with all applicable federal and state requirements. Treatment shall be implemented by the Project Applicant and/or their contractors prior to resuming construction within the vicinity of the find.

CR-2 All construction within 50 feet shall halt if human remains are uncovered during construction. California law recognizes the need to protect interred human remains, particularly Native American burials and items of cultural patrimony, from vandalism and inadvertent destruction. The procedures for the treatment of discovered human remains are contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097. The County Coroner and City shall be notified immediately; the coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The Project Applicant, City, or their appointed representative and the professional archaeologist shall contact the Most Likely Descendent (MLD), as determined by the NAHC, regarding the remains. The MLD, in cooperation with the Project Applicant and the City shall determine the ultimate disposition of the remains. Once the remains have been treated in accordance with treatment measures developed through consultation, the contractor may resume.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.6 ENERGY				
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

3.6.1 ENVIRONMENTAL SETTING

The project site is located within the city limits of Concord and within incorporated Contra Costa County. It is surrounded by multi-family residential use to the south across Clayton Road, single family residential use to the southeast across Clayton Road, commercial buildings to the west and northwest across Market Street and Willow Pass Road, and commercial offices and parking to the north across Willow Pass Road. Energy would be supplied to the Proposed Project Site by PG&E.

PG&E NATURAL GAS OPERATIONS

PG&E is an investor-owned utility company that provides electricity and natural gas supplies and services throughout a 70,000-square mile service area that extends from Eureka in the north to Bakersfield in the south, and from the Pacific Ocean in the west to the Sierra Nevada mountains in the east. PG&E operates and maintains 43,300 miles of natural gas distribution pipelines and 6,300 miles of transmission pipelines (PG&E, 2020). In 2019, PG&E sold 227,621 million cubic feet of natural gas (PG&E, 2020).

PG&E LOCAL ENERGY INFRASTRUCTURE

PG&E's electric distribution network consists of approximately 107,000 circuit miles of distribution lines (of which approximately 25% are underground and approximately 75% are overhead), 68 transmission switching substations, and 760 distribution substations, with a capacity of approximately 32,000 MVA. These distribution substations serve as the central hubs for the PG&E's electric distribution network. Emanating from each substation are primary and secondary distribution lines connected to local transformers and switching equipment that link distribution lines and provide delivery to end-users. PG&E operates electric distribution control center facilities in Concord, Rocklin, and Fresno, California; these control centers form a key part of the PG&E's efforts to create a smarter, more resilient grid (PG&E, 2020). In 2019, PG&E delivered 78,070 GWh of electricity (PG&E, 2020).

PROJECT SITE SETTING

The Proposed Project site is currently vacant; no electrical infrastructure or natural gas pipelines exist on-site. However, located adjacent to the project site on the south end abutting Clayton Road and on the north end facing Willow Pass Road are commercial developments serviced by PG&E.

3.6.2 REGULATORY SETTING

CALIFORNIA RENEWABLE PORTFOLIO STANDARDS - SB 1078, SB 350, AND SB 100

The California Renewable Portfolio Standard (RPS) program was established in 2002 by SB 1078 and requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide a certain percentage of their supply from renewable sources. The initial requirement was for at least 20 percent of electricity retail sales to be served by renewable resources by 2017. The RPS program was accelerated in 2015 with SB 350 which mandated a 50% RPS by 2030. In 2018, SB 100 was signed into law, which again increased the RPS to 60 percent by 2030 and requires all electricity in the State to come from carbon-free resources by 2045.

TITLE 20 APPLIANCE EFFICIENCY REGULATIONS

California's Appliance Efficiency Regulations, California Code of Regulations Title 20, contain standards for both federally regulated appliances and non-federally regulated appliances. The regulations are updated regularly to allow consideration of new energy efficiency technologies and methods. The current standards were adopted by the California Energy Commission in 2018. The standards outlined in the regulations apply to appliances that are sold or offered for sale in California. More than 23 different categories of appliances are regulated, including refrigerators, freezers, water heaters, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings.

CALIFORNIA GREEN BUILDING STANDARDS CODE (CALGREEN)

Title 24 Building Standards Code, Part 11 of the California Code of Regulations is referred to as the California Green Building Standards Code (CalGreen Code). The Title 24 Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The California Energy Code is updated every three years. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality. The California Energy Commission's long-term vision is that future updates to the California Energy Code will support zero-net energy for all new single-family and low-rise residential buildings by 2020 and new high-rise residential and non-residential buildings by 2030.

The 2019 CalGreen Building Standards Code became effective January 1, 2020 for new construction, alterations and additions and includes numerous updates to the 2016 Standards.

According to the University of California at Davis California Lighting and Technology Center (UCD CLTC), the 2019 CalGreen updates reduce indoor lighting usage by 29 percent compared to the 2016 CalGreen Standards for building area categories such as auditoriums, meeting centers, dining areas, hotels, offices, parking garages, and other public use spaces (UCD 2019; CEC 2018). A substantial contributor to this energy usage reduction is the installation of light-emitting diode (LED) devices for both indoor and outdoor fixtures. Additionally, the 2019 Standards includes the requirement that a proportion of new parking spaces must have installed or be pre-wired for installation of electric vehicle supply equipment (EVSE).

CITY OF CONCORD CITYWIDE CLIMATE ACTION PLAN

The Concord Citywide Climate Action Plan (CAP), adopted on July 23, 2013, outlines the strategies for achieving the objective of reducing citywide emissions to a level consistent with the 2020 and 2030 state emissions thresholds established by AB 32. The CAP is also intended to be consistent with the City of Concord 2030 General Plan. Emissions targets are based on the BAAQMD 2010 CEQA thresholds (discussed further in **Section 3.8 Greenhouse Gas Emissions**). As part of the effort to reduce emissions, the CAP includes ten Energy Strategies for municipal and communitywide energy and emissions reductions. These include:

- BE1: Green Building Ordinance
- BE2: Prepare for California Zero Net Energy Standards
- BE3: Energy Audits for Existing Buildings
- BE4: Demand Response Programs
- BE5: Efficient Appliances
- BE6: Renewable Energy Facilitation
- BE7: Residential Energy Conservation
- BE8: Energy Information
- BE9: Public Lighting Retrofit
- BE10: Construction Energy Use

The green building ordinance applies to all new commercial and residential buildings starting in 2020 to comply with the 2013 CalGreen Standards Tier I Reach Code. The City intends to facilitate adoption of renewable energy through permit streamlining and encouraging reduced fuel use by construction contractors during project construction (Concord, 2013).

CITY OF CONCORD GENERAL PLAN

The Concord 2030 General Plan, adopted in October 2007 with amendments adopted in January and July 2012, lists several goals and policies to reduce energy consumption, and particularly transportation-related fuel consumption (Concord, 2012). Numerous policies are intended to reduce vehicular trip numbers and vehicle miles traveled by encouraging use of alternative transportation; planning for infill, mixed-use, and transit-oriented development; and managing congestion. The City also intended to replace municipal fleet gasoline-powered vehicles with hybrid or clean-fuel vehicles and implement Transportation Demand Management

(TDM) programs (Concord, 2012). Key principles of the 2030 General Plan guiding these policies include:

- Principle GM-2.1: Support land use patterns that make more efficient use of the transportation system
- Principle GM-4.1: Promote reduced commute trips and lengths
- Principle GM-4.2: Support transit, bicycling and walking
- Principle GM-5.1: Support cooperative transportation and land use planning in Contra Costa County

3.6.3 IMPACT DISCUSSION

QUESTIONS A AND B

Construction

Construction of the Proposed Project would consume energy primarily from fuel consumed by construction vehicles and equipment. Fossil fuels used for construction vehicles and other equipment would be used during site clearing, grading, paving, and building. Fuel consumed during construction would be temporary in nature and would not represent a significant demand on available fuel. There are no unusual characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or State.

Additionally, project-related design features and mitigation measures would provide fuel and energy reduction during construction. Overall fuel and energy reductions are difficult to quantify; however, mitigation measures implemented for other resources impacts, such as air quality (**Section 3.3**) emission reduction measures, would also reduce fuel and electricity use during construction of the Proposed Project. **Mitigation Measure AQ-1** would reduce energy consumption by requiring the contractor to minimize equipment idling time. Additionally, all diesel-fueled construction vehicles would be required to meet the latest emissions standards. These measures would further reduce fuel and energy use during all stages of construction and avoid the wasteful, inefficient, or unnecessary consumption of fuel energy. Therefore, construction of the Proposed Project would not result in inefficient, wasteful, or unnecessary consumption of fuel energy as it would comply with relevant standards.

Operation

Operation of the Proposed Project would result in the consumption of energy, natural gas, and transportation fuel. The Proposed Project would be connected to the existing PG&E electrical grid and natural gas infrastructure. All buildings construction as a result of the Proposed Project would be required to meet the most recent 2019 California Building Energy Efficiency Standards. Windows would be double-paned glass and walls would be insulated, and demand responsive controls for lighting and air conditioning would be used. The Proposed Project would also include six EVSE parking spaces, one of which would be a handicap-accessible parking space, compliant with the 2019 CalGreen Building Standards for parking lots with 51 to 75 vehicle stalls, required to have a minimum of four EVSE parking stalls. Accordingly, the

Proposed Project would not conflict with a State or local plan for renewable energy or energy efficiency or not result in the wasteful, inefficient, or unnecessary consumption of energy resources. **Less than Significant**.

Cumulative Impacts

With regard to energy usage, the California Public Utilities Commissions' Long Term Procurement Plan (LTPP) proceedings were established to ensure a safe, reliable, and cost-effective electricity supply in California. A major component of the LTPP proceeding addresses the overall long-term need for new system reliability resources, including the adoption of system resource plans. These resource plans will allow the California Public Utilities Commission to comprehensively assess the impacts of state energy policies on the need for new resources. As discussed above, several aspects of the Proposed Project would help manage the amount and efficiency of energy consumption and would ensure that the related consumption is not inefficient, wasteful or unnecessary or place a significant demand on regional energy supplies. The project components would help reduce the project's overall energy demand and the project would result in less than significant individual impacts. Therefore, impacts to energy resources resulting from the Proposed Project, combined with other past, present, or reasonably foreseeable future projects, would not result in a cumulative impact to which the proposed project would have a cumulatively considerably contribution. **Less than Significant**.

		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.7	**GEOLOGY AND SOILS**				
Would the project:					
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
	i) Rupture of a known earthquake fault, as delineated in the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines & Geology Special Publication 42.	☐	☐	☒	☐
	ii) Strong seismic ground shaking?	☐	☐	☒	☐
	iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
	iv) Landslides?	☐	☐	☒	☐
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d)	Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☒	☐	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternate wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒

3.7.1 ENVIRONMENTAL SETTING

The project site is located in the Coast Ranges geomorphic province of California. The Coast Ranges are characterized by a series of northwest-trending valleys and mountain ranges and dominated by irregular knobby topography (California Geological Survey, 2002). The site is located in a broad valley underlain by thick alluvial deposits. The flat parcel sits slightly higher than its street frontages and slopes gently downhill toward the northwest corner of the site, therefore not susceptible to landslides.

SEISMICITY

The closest fault line is the Concord Fault located approximately 0.6 miles east of the project site. Additional faults located in the project vicinity include but are not limited to: Franklin Fault approximately 4 miles to the west, and Clayton Fault approximately 5 miles east (Department of Conservation, 2015). Because of the proximity of the faults, the region is considered seismically active. Numerous, small, earthquakes occur every year in the region, and large earthquakes have been recorded and can be expected to occur in the future.

The primary seismic hazards in the project site are considered to be ground shaking and ground failure. Ground shaking occurs as energy. It is transmitted as elastic waves up through the bedrock to become a series of complex waves or oscillations in the ground surface. Such ground shaking is one of the main causes of earthquake damage. According to the Earthquake Shaking Potential for California, the project site is located in a moderately high area for earthquake shaking potential (California Department of Conversation, 2016b). Liquefaction and landslides can increase damage from ground shaking. Liquefaction changes water-saturated soil to a semi-liquid state, removing support from foundations and causing buildings to sink. Liquefaction is determined by a number of factors, including soil type, depth to water, soil density, and the duration and intensity of ground shaking (USGS, 2020). The project site is not located with a designated liquefaction zone or landslide zone (Bureau of Land Management, 2020).

SOIL AND SOIL HAZARDS

Soil survey reports for the Proposed Project site and surrounding off-reservation areas are available online through the Natural Resource Conservation Service (NRCS), a sub-unit of the United States Department of Agriculture. Each NRCS survey maps soil units and provides a summary of major physical characteristics with recommendations based on the soil characteristics. Soils mapped on the Proposed Project site and surrounding off-reservation lands consist entirely of well-drained Balcom clay loam and Zamora silty clay loam (NRCS, 2020). Soil descriptions are discussed below.

The majority portion of the project site consists of *BaA: Botello clay loam, 0 to 2 percent slopes, MLRA 14*. This type of soil occurs at elevations of 0 to 1,110 feet and is formed from a parent material of Alluvium derived from sedimentary rock. It also has a depth to water table of greater than 80 inches and is not subject to flooding or ponding (NRCS, 2020). A miniscule eastern portion of the project site consist of *RbA: Rincon clay loam, 0 to 2 percent slopes*, *MLRA 14*. This type of soil occurs at elevations of 10 to 1,940 feet is formed from a parent material of

Alluvium derived from sedimentary rock. It has a depth to water table of greater than 80 inches and is not subject to flooding or ponding (NRCS, 2020).

PALEOTOLOGICAL RESOURCES

An online search of the University of California Museum of Paleontology was conducted on August 7, 2020. While over 2,000 paleontological resources do exist within Contra Costa County, no fossil localities are in or near the project site (UC Museum of Paleontology Localities, 2020).

3.7.2 REGULATORY SETTING

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972; it prohibits the placement of structures intended for human occupancy from being built across active fault traces in California. The Act requires delineation of zones (Alquist-Priolo zones) along active faults in order to address seismic concerns as they relate to public safety and project design. The Act only addresses the hazards of surface fault rupture and is not intended to regulate activities relating to other earthquake hazards such as liquefaction, landslides, or tsunamis. Cities and counties are required to regulate development projects within Alquist-Priolo zones.

SEISMIC HAZARDS MAPPING ACT

This Seismic Hazards Mapping Act requires cities, counties, and local permitting agencies to regulate urbanization development and redevelopment projects within seismic hazard zones that have been delineated by the State Geologist. Before a development permit can be granted to a proposed project located near a seismic hazard zone, a geotechnical investigation of the site must be conducted and appropriate mitigation measures incorporated into the project design.

PALEONTOLOGICAL RESOURCES REGULATORY SETTING

CEQA provides protection for unique paleontological resources and unique geologic features, and requires that planners consider impacts to such resources in the project review process. The Act distinguishes between ubiquitous fossils that are of little scientific consequence, and those, which are of some importance by providing protection for the latter. While CEQA does not precisely define unique paleontological resources, criteria established by the Society of Vertebrate Paleontology (SVP) provide guidance. The SVP defines a significant paleontological resource as one that meets one or more of the following criteria:

- Provides important information shedding light on evolutionary trends and/or helping to relate living organisms to extinct organisms;
- provides important information regarding the development of biological communities;
- demonstrates unusual circumstances in the history of life;
- represents a rare taxon or a rare or unique occurrence, is in short supply and in danger of being destroyed or depleted;

- has a special and particular quality, such as being the oldest of its type or the best available example of its type; or
- provides important information used to correlate strata for which it may be difficult to obtain other types of age dates.

CEQA similarly fails to define precisely a unique geologic feature. For the purpose of this analysis, a *unique geologic feature* is a resource or formation that:

- Is the best example locally or regionally;
- embodies distinct characteristics of a geologic principal that is exclusive locally or regionally;
- provides a key piece of geologic information important in geology or geologic history;
- is a type locality of a geologic feature; or
- contains a mineral not known to occur elsewhere locally or regionally; or is a common teaching tool.

3.7.3 IMPACT DISCUSSION

QUESTION A

The project site is not within an Alquist-Priolo zone (California Department of Conservation, 2016b) and therefore no adverse impacts from fault rupture would result from project development. However, the project site is located within a moderately high area for potential earthquake shaking, and there would be a potential for strong seismic ground shaking or seismic-related ground failure. The Proposed Project would be required to be constructed in accordance with the California Building Code, including Section 1803 *Geotechnical Investigations* and Section 1804 *Excavation, Grading, and Fill,* and associated seismic provisions for this region of California. As discussed in **Section 3.7.1**, the project site is not located in a landslide zone or a liquefaction zone, and therefore Proposed Project would not be a risk for landslides or liquefaction based on the activities of the Proposed Project. The Proposed Project would not expose people or structures to potentially substantial adverse effects including the risk of loss, injury, or death. **Less Than Significant**.

QUESTION B

Underlying soils at the project site would be temporarily exposed during potential minimal grading activities, which could lead to an increase in erosion. Exposed soils are more likely to erode during rainfall or high winds because stabilizing vegetation and infrastructure has been removed.

The State Water Resources Control Board requires the project applicant to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or exaction that disturb at least one acre of land area. The NPDES permit requires that the Proposed Proponent prepare and submit to the City for approval a Project Specific Storm Water

Prevention Plan (SWPPP) to control soil erosion during construction because the site is larger than one acre. The SWPPP would identify a combination of erosion control and sediment control measures (BMPs) to reduce or eliminate sediment discharge to surface water during construction. With compliance to the requirements noted in the SWPPP, the potential for erosion impacts during construction would be less than significant.

Following construction, erosion on the project site would be minimized because the project site would be landscaped and covered with impervious surfaces. Additionally, the Proposed Project is required to comply with all City development standards and with the inclusion of the grading and drainage plan impacts would be less than significant in relation to soil erosion during operation. **Less Than Significant**.

QUESTION C

The Proposed Project is not located on a geological soil that is unstable or would become unstable as a result of the Proposed Project activities. There is no evidence of on-site landslides, lateral spreading, subsidence, liquefaction, or collapse on or near the project site. The site is relatively flat and not susceptible to landslides, lateral spreading, subsidence, liquefaction, or collapse. **No Impact**.

QUESTION D

As described in **Section 2.2.3**, the project site is located on expansive soils as defined in Table 18-1-B of the Uniform Building Code. However, conventional grading operations, incorporating fill placement specifications tailored to the expansive characteristics of the soil, and use of a mat foundation (either post-tensioned or conventionally reinforced) are common, generally cost-effective measures to address the expansive potential of the foundation soils. Based upon the initial findings, the effects of expansive soils are expected to pose a low impact when properly addressed during construction. With the implementation of **Mitigation Measure GEO-1**, impacts as a result of expansive soils during construction will be less than significant. **Less than Significant with Mitigation**.

QUESTION E

Sewer lines are available to the project site and are currently connected. No septic tanks are proposed to be used and therefore the Proposed Project site would not have an impact on the use of septic tanks or alternative wastewater disposal systems. **No Impact**.

QUESTION F

An online search of the University of California Museum of Paleontology on August 7, 2020 failed to identify any fossil localities in or near the project site (UC Museum of Paleontology Localities, 2020). Furthermore, construction impacts are unlikely to penetrate deep enough to affect any paleontological materials. Therefore, construction of the Proposed Project will have no impact on paleontological resources. **No Impact.**

MITIGATION MEASURES

GEO-1 To mitigate impacts resulting from expansive soil, one or a combination of the following measures shall be required based on the recommendation of the geotechnical report:

a. Removal and replacement with non-expansive soils.

b. Lime treatment of soils.

c. Design of pavement sections to withstand potential swelling pressures.

d. Contractors shall water the soils in order to minimize the potential for adverse impacts from soil expansion and contraction.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.8 GREENHOUSE GAS EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

3.8.1 ENVIRONMENTAL SETTING

Climate change is the change in average weather that can be measured by wind patterns, storms, precipitation, and temperature. Climate change is a global phenomenon attributable to the sum of all human activities and natural processes. Greenhouses gases (GHGs) are molecules that due to their chemical bonding structure have capacity to absorb and radiate heat, trapping heat in the atmosphere. GHGs are emitted into the atmosphere from both natural sources and human activities. Some of the most common GHGs include water (H_2O), carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Sources of GHG emission in Contra Costa County include, but are not limited to, on- and off- road vehicles, industrial sources, water and wastewater transport, building electricity and natural gas usage, solid waste disposal, and land use changes.

The heat-trapping or "global warming" potential (GWP) of a gas is compared to CO_2 as a baseline—which has a heat trapping potential of one—and is reported in terms of CO_2-equivalent (CO_2e), usually over a 100-year time frame. The GWP of a GHG decreases over time, however, and the length of time a GHG remains in the atmosphere can vary substantially. Lifetimes of GHGs can range from a decade to 50,000 years (US EPA, 2018). Aerosols and refrigerants are also GHGs, and although emitted in much smaller quantities, have far higher heat-trapping capacity than CO_2: 1,000 to 10,000 times greater or more (US EPA, 2018).

Global atmospheric concentrations of GHGs have risen consistently since the start of the Industrial Revolution in approximately 1750, due largely to combustion of fossil fuels, forest and land clearing, use of products such as aerosols and refrigerants, and raising of livestock. Carbon dioxide in the atmosphere was measured to be approximately 270 parts per million (ppm) in approximately 1750; today, the global concentration of CO_2 has been increasing at a rate of 2 to 3 ppm per year, with an average global concentration of 412 ppm in April 2020 (NOAA, 2020).

Increased atmospheric GHG concentrations have caused a steady increase in global temperature (US EPA, 2018). From 1901 to 2016, the average land and ocean surface temperature has increased by approximately 1.8 degrees (°) Fahrenheit (F) (USGCRP, 2017). The most recent Intergovernmental Panel on Climate Change (IPCC) report indicates that global temperature is likely to increase between 0.5°F and 8.6°F by 2100 compared to the average between 1986 and 2005 (Myhre et al., 2013). Between the years 2016 and 2035, it is anticipated that the average global temperature could rise 0.54ºF to 1.26°F (Myhre et al., 2013). This is likely to cause changes in rainfall patterns, snow and ice cover and sea level rise (US EPA, 2018). These, in turn, could affect California's flora and fauna, water supply, and climate, including those in Contra Costa County.

The IPCC projects a number of future GHG emissions scenarios leading to varying severities of impacts on the environment and the global economy. According to the most recent IPCC report, the *Fifth Assessment Report* (AR5), released in full in 2014, if anthropogenic GHG emissions continue to increase, a "tipping point" will be reached at which the above impacts would become irreversible (Myhre et al., 2013). AR5 notes that it will be difficult to impossible for the climate system to revert to a previous state once it has reached this tipping point; the change is termed "irreversible" over a given timescale and forcing range (Myhre et al., 2013).

3.8.2 REGULATORY SETTING

STATE

The State of California has passed many regulations intended to reduce GHG emissions from the transportation sector, commercial and industrial facilities, and society-wide. Governors have also signed Executive Orders (EOs), with which state entities must comply, but which remain goals and recommendations for other jurisdictions until and unless they are signed into law. Some of the most prominent GHG-related legislation is described below.

Assembly Bill 1493

Signed by the California Governor in 2002, Assembly Bill (AB) 1493 requires the California Air Resources Board (CARB) to adopt regulations requiring a reduction in GHG emissions emitted by cars in the State. AB 1493 is intended to apply to 2009 and newer vehicles. On June 30, 2009, the U.S. Environmental Protection Agency granted a necessary Clean Air Act waiver for California to implement AB 1493.

Executive Order S-3-05

Executive Order (EO) S-3-05 was signed by the California Governor on June 1, 2005 and established the following statewide emission reduction targets:

- Reduce GHG emissions to 2000 levels by 2010,
- Reduce GHG emissions to 1990 levels by 2020, and
- Reduce GHG emissions to 80% below 1990 levels by 2050.

EO S-3-05 created a Climate Action Team (CAT) headed by the California Environmental Protection Agency that included several other State agencies. The CAT is tasked by EO S-3-05

with outlining the effects of climate change on California and recommending an adaptation plan, as well as creating a strategy to meet the emission reduction targets.

California Global Warming Solutions Act of 2006 (AB-32)

Assembly Bill (AB) 32, the California Climate Solutions Act of 2006, was passed in September 2006. The bill codified the first GHG target of EO S-3-05. AB 32 established the first comprehensive GHG regulatory program in the U.S. and required GHG emissions to be reduced to 1990 levels by 2020. This bill provided CARB authority to enforce a statewide GHG cap by identifying the statewide emissions level and implementing a Scoping Plan to identify all strategies necessary to fully achieve the required 2020 emissions reductions across sectors.

In the State Scoping Plan, approved in December 2008, CARB laid out the GHG reductions that would need to be achieved and the types of measures that would be used to reach them. The Plan predicted that under a "business as usual" (BAU) scenario, GHG emissions in 2020 would equal 596 million metric tons (MMT) CO_2e. Consequently, compared to the State's 1990 GHG emissions inventory, emissions would need to be reduced by 169 MMT CO_2e in 2020. This represents a 30 percent GHG reduction from the BAU scenario for 2020. The Scoping Plan provides the following key recommendations to reduce GHG emissions:

- Expand and strengthen existing energy efficiency programs as well as building and appliance standards;
- Achieve a statewide renewable energy mix of 33 percent;
- Develop a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establish targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets; and
- Adopt and implement measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard.

Executive Order S-01-07

Executive Order S-01-07 was signed by the California Governor on January 18, 2007. It mandates a statewide goal to reduce the carbon intensity of transportation fuels by at least 10% by 2020. This target reduction was identified by CARB as one of the AB 32 early action measures in the October 2007 report (CARB, 2007a).

Senate Bill 97

In August 2007, Senate Bill (SB) 97 was adopted to recognize the need to address climate change under the California Environmental Quality Act (CEQA). The OPR was directed to prepare guidelines for mitigation of GHG emissions, including guidelines for public agencies in analyzing and mitigating GHG emissions. Particularly, it recognized the need to address cumulative contribution of emissions for a development project. It also required that lead agencies make a good-faith effort to calculate and describe GHG emissions potentially resulting

from a project. SB 97 allowed on-site and off-site mitigation, including project design features to reduce emissions, as well as sequestration. Following SB 97, the California Air Pollution Control Officers Association (CAPCOA) provided guidance on integrating analysis of climate change in its 2008 white paper *CEQA & Climate Change* (CAPCOA, 2008).

Senate Bill 375

Senate Bill 375, the Sustainable Communities and Climate Protection Act, was adopted in September 2008. Building on AB 32, SB 375 directed CARB to develop regional GHG emission reduction targets to be achieved by metropolitan planning organizations (MPOs). MPOs became required to align their regional transportation, housing and land use plans and prepare Sustainable Communities Strategies (SCS) to reduce vehicular travel and GHG emissions. Through SB 375, the State encouraged alternative transportation planning in regional plans. CARB determines whether the SCS will achieve the region's GHG emissions reduction goals. Under SB 375, certain qualifying in-fill residential and mixed-use projects would be eligible for streamlined CEQA review.

Senate Bill 605

On September 21, 2014, Governor Jerry Brown signed SB 605 that requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants in the State no later than January 1, 2016. As defined in the statute, short-lived climate pollutant means "an agent that has a relatively short lifetime in the atmosphere, from a few days to a few decades, and a warming influence on the climate that is more potent than that of carbon dioxide." SB 605, however, does not prescribe specific compounds as short-lived climate pollutants or add to the list of GHGs regulated under AB 32. In developing the strategy, CARB completed an inventory of sources and emissions of short-lived climate pollutants in the State based on available data, identified research needs to address any data gaps, identified existing and potential new control measures to reduce emissions, and prioritized the development of new measures for short-lived climate pollutants that offer co-benefits by improving water quality or reducing other air pollutants that impact community health and benefit disadvantaged communities.

The final strategy released by CARB in March 2017 focuses on CH_4, black carbon, and fluorinated gases, particularly HFCs, as important short-lived climate pollutants. The final strategy recognizes emission reduction efforts implemented under AB 32 (e.g., refrigerant management programs) and other regulatory programs (e.g., in-use diesel engines, solid waste diversion). The measures identified in the final strategy and their expected emission reductions will feed into the update to the CARB Scoping Plan.

Executive Order B-30-15

Executive Order B-30-15 was signed by the Governor on April 29, 2015, and established a state GHG reduction target of 40 percent below 1990 levels by 2030. This intermediate GHG emissions reduction target would make it possible to meet the ultimate GHG emissions reduction target of 80 percent below 1990 levels by 2050 as established in EO S-3-05. It also directs the CARB to update the Climate Change Scoping Plan. The 2030 Target Scoping Plan Concept Paper was released on June 17, 2016.

Senate Bill 350

Senate Bill 350 codifies the GHG targets for 2030 set by EO B-30-15. To meet these goals, SB 350 also raises the California Renewables Portfolio Standard (RPS) from 33 percent renewable generation by 2020 to 50 percent renewable generation by December 31, 2030.

Senate Bill 32

Additionally, SB 32, signed in 2016, further strengthens AB 32 with goals of reducing GHG emissions to 40 percent below 1990 levels by 2030. Based on GHG emissions inventory data compiled by CARB through 2017 and the emission limit of 431 million MT of CO_2e established in the IPCC Fourth Assessment Report, California emission reduction goals for near-term 2020 will be met by abiding by the California Climate Change Scoping Plan.

California Renewable Portfolio Standards - SB 1078, SB 350, and SB 100

The California RPS program was established in 2002 by SB 1078 and requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide a certain percentage of their supply from renewable sources. The initial requirement was for at least 20 percent of electricity retail sales to be served by renewable resources by 2017. The RPS program was accelerated in 2015 with SB 350 which mandated a 50% RPS by 2030. In 2018, SB 100 was signed into law, which again increased the RPS to 60 percent by 2030 and requires all electricity in the State to come from carbon-free resources by 2045.

Executive Order B-55-85

Executive Order B-55-18, signed on the same day as SB 100 on September 10, 2018, directs the state as a whole to achieve carbon neutrality by 2045 and net negative emissions thereafter. The order does not specify the means by which carbon neutrality must be met, allowing for flexibility as technologies advance and costs change, and allows for the option of atmospheric removal such as sequestration. The order also calls on the California Air Resources Board to work with state agencies to ensure future Scoping Plans identify and recommend measures to meet the new carbon neutrality goal.

Title 20 Appliance Efficiency Regulations

California's Appliance Efficiency Regulations, California Code of Regulations Title 20, contain standards for both federally regulated appliances and non-federally regulated appliances. The regulations are updated regularly to allow consideration of new energy efficiency technologies and methods. The current standards were adopted by the California Energy Commission in 2018. The standards outlined in the regulations apply to appliances that are sold or offered for sale in California. More than 23 different categories of appliances are regulated, including refrigerators, freezers, water heaters, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings.

California Energy Efficiency Standards (Title 24)

The State regulates energy consumption under Title 24 Building Standards Code, Part 6 of the California Code of Regulations (also known as the California Energy Code). The Title 24

Building Energy Efficiency Standards were developed by the California Energy Commission and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. The California Energy Code is updated every three years, with the most recent iteration (2016) effective as of January 1, 2017, and the next version (2019) planned to go into effect on January 1, 2020. The California Energy Commission's long-term vision is that future updates to the California Energy Code will support zero-net energy for all new single-family and low-rise residential buildings by 2020 and new high-rise residential and non-residential buildings by 2030. Refer to **Section 3.7** for additional information on Title 24 requirements.

California Green Building Standards Code (CALGreen)

Title 24 Building Standards Code, Part 11 of the California Code of Regulations is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality. Refer to **Section 3.7** for additional information on Title 24 requirements.

Senate Bill 743

Senate Bill 743 changes how public agencies must evaluate the transportation impacts of projects under the California Environmental Quality Act (CEQA). The bill required revisions to the CEQA Guidelines that would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As required under SB 743, the Governor's Office of Planning and Research (OPR) developed potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. The new metric would replace the use of automobile delay and level of service as the metric to analyze transportation impacts under CEQA. OPR recommends different thresholds of significance for projects depending on land use types. For example, residential and office space projects must demonstrate a VMT level that is 15 percent less than that of existing development to determine whether the mobile-source GHG emissions associated with a project are consistent with statewide GHG reduction targets. With respect to retail land uses, any net increase of VMT may be sufficient to indicate a significant transportation impact.

COURT CASES

Newhall Ranch Decision

On November 30, 2015, the California Supreme Court filed a decision in the case *Center for Biological Diversity v. California Department of Fish and Wildlife and the Newall Land and Farming Company (2015)* (Newhall Ranch Decision). The Newhall Ranch Decision upheld the use of a BAU scenario as a significance threshold to analyze a project's GHG emissions. The

Court also held, however, that the EIR in that instance did not contain substantial evidence supporting the application of that threshold to the project at issue.

The Newhall Ranch EIR determined whether the project would impede achievement of AB 32's goals by relying on CARB's Scoping Plan and comparing the project's emissions to a BAU projection as a measure of GHG emission reductions needed to meet the AB 32's 2020 goal (determined to be a reduction of 29 percent from BAU). Although the Court determined that the EIR employed a legally permissible threshold of significance, it maintained that the EIR's finding that the project's emissions would not be significant under that threshold was "not supported by a reasoned explanation based on substantial evidence." The Court explained that the lead agency erred in assuming that because the Scoping Plan concluded that the State of California, as a whole, had to reduce its GHG emissions by 29 percent compared with the hypothetical BAU scenario, the project would not have significant GHG-related impacts if the project itself also reduced its own GHG emissions by 29 percent compared with what would have occurred under a BAU scenario (RMM, 2015). The Court held there was no substantial evidence to support this assumption. Therefore, the EIR's reliance on the project-specific reduction in GHG emissions compared to the BAU scenario was not sufficient to support the conclusion that GHG impacts would be less than significant. The Supreme Court upheld the use of either adopted numerical significance thresholds or a BAU calculation, provided that substantial evidence is presented showing that the BAU reduction is consistent with the Scoping Plan and AB 32.

REGIONAL

Bay Area Air Quality Management District Climate Change Guidelines

In June 2010, the BAAQMD Governing Board adopted new CEQA Guidelines (Guidelines), which provide guidance for analyzing project-level climate change impacts. The Guidelines provide GHG emissions thresholds for project operation; however, the Guidelines do not provide project construction GHG emission thresholds. On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds provided in its CEQA Guidelines. The court did not determine whether the thresholds were valid on the merits. The court set aside the thresholds and ceased dissemination of them until the BAAQMD complies with CEQA. The BAAQMD appealed the Alameda County Superior Court's decision. On August 13, 2013, the Court of Appeal of the State of California, First Appellate District, held that establishing thresholds of significance is not a "project" subject to its own CEQA review and found in favor of the BAAQMD.

The most recent update to the BAAQMD Guidelines was released in May 2017 (BAAQMD, 2017). This updated provided an operational GHG threshold of significance of 1,100 MT CO_2e or 4.6 MT CO_2e per service person ([sp], residents plus employees) per year, or compliance with a qualified GHG reduction strategy. It provided no construction phase GHG threshold (BAAQMD, 2017). However, construction emissions are normally summed and amortized over the expected lifetime of a project—usually a 30-year time period—then added to operational emissions as part of analysis. This became standard industry practice after recommended by the South Coast Air Quality Management District (SCAQMD) in its *Interim CEQA Greenhouse Gas (GHG) Significance Threshold* guidance of 2008, and ensuing practical application and

formal recommendation by the City of San Diego in its *Draft Significance Thresholds for Greenhouse Gas Emissions* in 2013 (SCAQMD, 2008; City of San Diego 2013).

LOCAL

City of Concord Citywide Climate Action Plan

The City addresses climate change through its land use and transportation policies. The Citywide Climate Action Plan (CAP), adopted on July 23, 2013, outlines the strategies for addressing climate change, and is intended to be consistent with the City of Concord 2030 General Plan. The most basic elements of this CAP are to concentrate new development around BART; build at densities that support transit use; develop a well-connected bicycle and pedestrian system; provide a balanced mix of employment, services, and housing to minimize trip lengths; and incorporate advanced energy conservation and efficiency measures in the design of new buildings and infrastructure. It uses the 2010 BAAQMD CEQA Guidelines informed by AB32 and SB375, as well as Executive Order S-3-05 to set emissions thresholds and reduction goals for 2020, 2030 and 2035. The emissions thresholds set by the CAP meet the BAAQMD's 2020 CEQA plan-level thresholds of significance and include a per capita threshold of 5.0 MT CO_2e per person per year in 2020; 4.0 MT CO_2e per person per year in 2030 and 3.2 MT CO_2e per person per year in 2035. The project-level thresholds correspond to 4.6 MT CO_2e in 2020; 2.8 MT CO_2e in 2030; and 2.2 MT CO_2e in 2035 per person per year (Concord, 2013). It should be noted that the CAP thresholds do not reflect newer state goals set by SB32 and EO B-55-18.

City of Concord General Plan

The Concord 2030 General Plan, adopted in October 2007, with amendments adopted in January and July 2012, lists Principle S-1.4 to Reduce Greenhouse Gas Emissions Consistent with State Objectives. In accordance, Policy S-1.4.1 intends to prepare and implement climate action plans for the city to reduce GHG emissions associated with future development and existing urban activities (Concord, 2012). Further, the Plan includes a principle intended to maintain and improve air quality from emissions sources. It lists several policies to encourage alternative modes of transportation, thereby reducing vehicle miles traveled and fuel usage, and several policies to encourage mixed-use, infill, and transit-oriented development to reduce vehicle trips and miles traveled, thereby reducing related emissions.

3.8.3 IMPACT DISCUSSION

Thresholds of Significance

Criteria for determining the significance of impacts due to GHG emissions have been developed based on Appendix G of the CEQA Guidelines and relevant agency thresholds. Impacts due to GHG emissions would be considered significant if the Proposed Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The quantitative thresholds developed by BAAQMD were formulated based on AB 32 and California Climate Change Scoping Plan reduction targets. Thus, a project cannot exceed a numeric BAAQMD threshold without also conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (the State Climate Change Scoping Plan). Therefore, if a project exceeds a numeric threshold and results in a significant cumulative impact, it would also result in a significant cumulative impact with respect to plan, policy, or regulation consistency, even though the project may incorporate measures and have features that would reduce its contribution to cumulative GHG emissions.

The BAAQMD provides multiple options in its 2017 CEQA Guidelines for analysis of GHG emissions generated from operations of land use development projects. At the time of this analysis, BAAQMD has not yet provided a construction-related GHG generation threshold, but it does recommend that construction-generated GHGs be quantified and disclosed. The thresholds suggested by BAAQMD are as follows:

- Compliance with a Qualified Greenhouse Gas Reduction Strategy; or
- A bright-line tonnage of CO_2e per year (1,100 MT to correspond with AB32); or
- A per service population (employees plus residents) tonnage of CO_2e per year (4.6 MT to correspond with AB32)

It should be noted that the BAAQMD 2017 CEQA Guidelines do not reflect newer state legislation of SB32 and EO B-55-18. To meet the target of 40 percent reduction from the 1990 statewide emissions level by 2030 and carbon neutrality by 2045, a more expedited emissions reduction trajectory will be necessary. Since the 1,100 MT CO_2e GHG threshold set by the BAAQMD was designed to meet the AB32 goal of a statewide emissions level equivalent to that in 1990 by 2020—expected to be an approximately 30 percent reduction from the BAU expected emissions in 2020 at the time of signing—the SB32 goal of 40 percent reduction by 2030 would equate to an emissions threshold of 660 MT CO_2e by 2030. This is sixty percent of the threshold determined to correspond with achieving the 1990 emissions level. Similarly, the per capita emissions threshold would be sixty percent of the 4.6 MT CO_2e/sp/yr, or 2.76 MT CO_2e/sp/yr in 2030.

In accordance with Section 15064.4(b)(3) of the CEQA Guidelines, consideration of project compliance with regulations and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions must be also adopted by the relevant public agency. As the Concord Citywide CAP emissions thresholds are based on the 2010 BAAQMD Guidelines and legislation prior to 2013, and the revised 2017 BAAQMD Guidelines do not account for newer legislation passed in 2018, the most appropriate project-level threshold of significance would be one which modifies the 2017 BAAQMD thresholds to adequately account for the more ambitious emissions reductions necessary to meet SB 32. A 660 MT CO_2e or 2.76 MT CO_2e/sp/yr threshold, as noted above, would adjust the 2017 BAAQMD CEQA Guidelines thresholds to correspond with a forty percent emissions reduction in 1990 emissions levels per AB32. Therefore, this threshold is considered the most appropriate project-level threshold of significance and is used in this analysis as the basis for determining significant impacts of GHG emissions for the Proposed Project.

Methodology

Construction and operational GHG emissions were estimated using the Breeze Software California Emissions Estimator Model (CalEEMod) Version 2016.3.2 air quality model. Construction and operation are considered not to overlap and therefore are analyzed separately. It is assumed that construction would last approximately eight months (January-August 2021) and the first full year of operation would occur in 2022.

Construction GHG emissions from on- and off-road vehicle operation and stationary sources emissions from operation of air compressors and generators were estimated for each construction phase. Operational GHG emissions from build-out of the Proposed Project include direct mobile sources, including patron and commercial vehicle trips, as well as indirect GHG emissions sources from electricity use; solid waste disposal; and water and wastewater processing, usage, and conveyance.

As noted in **Section 3.3.3**, CalEEMod default construction equipment was used in this analysis. Additionally, it was assumed that 280 square feet (sf) of pavement would be removed and 1,180 sf of concrete; and that 76 parking spaces would be installed, including six electric vehicle (EV) charging or EV pre-wired spaces, based on the Demolition Plan and the Site Development Plan provided by Milani and Associates (**Appendix D**). Daily trips generated by the Proposed Project are quantified in the traffic analysis performed by Fehr & Peers (**Appendix A**) and were used to determine the mobile emissions resulting from the project. All CalEEMod data tables, including input values, assumptions used, and output values, are detailed in **Appendix B**.

QUESTIONS A AND B

The Proposed Project would directly generate limited amounts of GHGs during short-term construction activities. Operation of the Proposed Project would result in GHG emissions from area, energy, and mobile sources. GHG emissions from the Proposed Project are presented in **Table 3-6**. As described above, the BAAQMD 2017 CEQA Guidelines thresholds of significance of 1,100 MT CO_2e was based on AB 32 and California Climate Change Scoping Plan reduction targets. To account for the GHG target established by SB32 in 2018, a GHG emissions threshold of 660 MT CO_2e is used in this analysis. This threshold is a more ambitious target than that included in the Concord Citywide CAP, as it corresponds to 2.76 MT CO_2e/sp/yr in 2030, while the CAP includes a threshold of 2.8 MT CO_2e/sp/yr. A project meeting the adjusted BAAQMD numeric thresholds would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (AB 32, California Climate Change Scoping Plan, SB32 and Concord Citywide CAP). As shown in **Table 3-6**, the Proposed Project would generate approximately 493 MT of CO_2e per year, below the BAAQMD threshold of significance of 660 MT CO_2e per year. Therefore, the Proposed Project would not conflict with a plan, policy, or regulation adopted for the purpose of reducing GHG emissions, and a less-than significant impact would occur. **Less Than Significant**.

TABLE 3-6
PROJECT-RELATED GHG EMISSIONS

Emission Source	GHG Emissions
Construction (MT CO_2e)	
Construction	208.21
Operation (MT CO_2e/year)	
Area	0.003
Energy	131.74
Mobile	327.29
Waste	23.69
Water	3.10
Operation Subtotal	*485.83*
Amortized Construction[1]	*6.94*
Total Project-Related GHG Emissions	**492.77**
BAAQMD Threshold (MT CO_2e/yr)	660
Above Threshold?	**No**

Notes:
1 – Construction-related GHG emissions were amortized over the life of the Proposed Project (30 years) to determine annual construction emissions.
Source: BREEZE Software, 2017, CalEEMod v 2016.3.2; **Appendix B**.

Cumulative Impacts

Under CEQA, GHG impacts are exclusively cumulative impacts because no single project could, by itself, result in a substantial change in climate (CEQA Guidelines § 15064.4(b). Therefore, the evaluation of GHG impacts presented above evaluates whether the Proposed Project would make a considerable contribution to cumulative climate change effects.

The project-level per capita thresholds set by the Citywide CAP are less ambitious than the per capita thresholds set by the revised 2017 BAAQMD CEQA threshold for 2030 by 0.2 MT CO_2e per capita. Therefore, by demonstrating compliance with the 2017 BAAQMD CEQA threshold as shown in **Table 3-6** above, the Proposed Project demonstrates consistency with the Citywide CAP. Further, the Citywide CAP was developed to be consistent with the City's 2030 General Plan and development code. The Proposed Project meets the development standards set forth in the municipal code and, with a General Plan Amendment as part of the project and rezoning of the project site from Regional Commercial (RC) to Downtown Mixed Use (DMX), the Proposed Project would be consistent with the 2030 General Plan's land use designation and Title 18, Development Code, of the Concord Municipal Code (City of Concord, 2012). Therefore, the Proposed Project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In accordance with the results of the screening criteria, the Proposed Project would not result in a cumulatively considerable net increase of GHGs. **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.9 HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or to the environment?	☐	☐	☒	☐
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 a public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

3.9.1 ENVIRONMENTAL SETTING

EXISTING CONDITIONS

Airport Hazard Zones

Airports and air strips are considered to contain harmful material and are considered a potential hazardous zone. The Proposed Project is located approximately 1 mile southeast of the Buchanan Field Airport, and is situated within the airport influence area, per the Development Code. The airport influence area is defined as area extending 14,000 feet from the ends of the specified runways. The two Buchanan Field Airport runways run northeast to southwest and north-northwest to south-southeast, and therefore the project site is not located under a flight path.

Emergency Evacuation Plans

The County of Contra Costa has adopted an Emergency Operations Plan and a Local Hazard Mitigation Plan to help prepare occupants in the case of an emergency (Contra Costa County, 2015 and Contra Costa County, 2018).

Wildlands

The project site is within an urban neighborhood surrounded by commercial and residential land use, which is typically not extremely susceptible to wildland fire. The project site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE, 2009).

3.9.2 REGULATORY SETTING

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, State, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations (CCR) as:

> "A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed" (CCR, Title 22, Section 66260.10).

CORTESE LIST

California Government Code Section 65962.5(a) states that the Department of Toxic Substances Control (DTSC) shall compile and update as appropriate, but at least annually, a list detailing the following (commonly known as the Cortese List):

1. All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

2. All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.
3. All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.
4. All sites listed pursuant to Section 25356 of the Health and Safety Code.

DATABASE SEARCHES

EnviroStor is a DTSC data management system for tracking hazardous material incidents in California. The database includes information on contaminated sites and lists facilities that process or transfer toxic waste, including sites found on the Cortese List. The database includes federally designated sites, state response sites, military sites, school sites, and voluntary cleanup sites. Each entry in the database contains a report that includes information on the current address, site status, past contaminating uses, history of the site, current and historical toxic substances present, land use restrictions, potential environmental impacts of present toxic substances, and completed or planned projects. Sites that were once listed as contaminated, but have been cleaned up or been completed, are also specially listed.

A search of the Proposed Project area indicated that there are no sites listed on the EnviroStor database within 1,000 feet of the project site (DTSC, 2020).

The State Water Resources Control Board (SWRCB) provides an online database system (GeoTracker) that provides information on hazardous materials incidents in California. The GeoTracker data management system indicates three sites within 1,000 feet of the project site. One of which is located on the project site and pertains to various gasoline and diesel byproducts. The second and third sites are located approximately 200 feet and 800 feet north of the project site, respectively (further described below).

3.8.3 IMPACT DISCUSSION

QUESTION A AND B

The Proposed Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, as all federal, state, and local regulations and mandatory steps will be taken to ensure any hazardous materials are properly transported, used, and disposed of. During grading and construction activities, it is anticipated that limited quantities of miscellaneous hazardous substances, such as gasoline, diesel fuel, hydraulic fluid, solvents, oils, paints, etc. would be brought onto the site. Temporary storage units (bulk above-ground storage tanks, 55-gallon drums, sheds/trailers, etc.) would be used by contractors for fueling and maintenance purposes. As with any liquid and solid, the handling and transfer between one container to another has the potential for an accidental release. Construction contractors will be required to comply with applicable federal and State environmental and workplace safety laws. Adherence to these regulatory requirements would ensure that this impact is less than significant.

The project site is currently vacant and no structures will be demolished as a result of the Proposed Project. The Applicant would ensure the Proposed Project would be constructed in compliance with BAAQMD Regulation 11, Rule 2, therefore resulting in a less than significant impact in relation to asbestos. **Less Than Significant**.

QUESTION C

The Proposed Project location is located within 0.6 miles of Meadow Homes Elementary School, which is the only school located within one mile of the project site. The project involves the construction of an 86-guestroom hotel building and would not be a substantial emitter of hazardous materials or hazardous waste. Additionally, there will be no demolition as a result of the Proposed Project, which would automatically eliminate the potential for asbestos and lead emissions. **No Impact**.

QUESTION D

There are currently three listings, described below, of hazardous materials incidents pursuant to Government Code §65962.5 (Cortese List) within 1,000 feet of the project site (GeoTracker, 2020).

1. Pine and Market Street Site (project site): The soil and groundwater have been impacted from past adjacent uses which include an automotive repair shop, car wash, and used car lot. Contaminants include benzene, diesel, ethylbenzene, gasoline, naphthalene, toluene, and xylene. No active remediation was completed on the site as concentrations found onsite did not exceed environmental screening levels and were deemed not to be a threat to human health or the environment. The case was closed in November, 2018.

2. All Star Service, Inc. (1791 Pine Street): Three underground storage tanks (USTs) were previously located on the site. Gasoline from the USTs was potentially contaminating the groundwater and were thus replaced with three new USTs in 1998. Soil and groundwater investigation commenced in 2001 and periodic groundwater monitoring at the site was conducted from January 2002 to March 2004. The site was later deemed not a threat to human health or the environment and the case was closed in September, 2015.

3. Shell (1905 Market Street): The site formerly contained a gas station that potentially contaminated the groundwater aquifer (used for drinking) with gasoline as a result of a leak from a UST in June 1988. The site was later deemed not a threat to human health or the environment and the case was closed in January, 1997.

Although there are three sites listed on the Cortese List within 1,000 feet of the project site, all sites have been fully remediated or found not to be a threat to human health or the environment, resulting in the closure of cases for all three sites. **Less Than Significant**.

QUESTIONS E

The Proposed Project is located approximately 1 mile southeast of the Buchanan Field Airport, and is situated within the airport influence area, per the Development Code, but outside of an overlay zone (City of Concord, 2020a). Although the site is located southeast of the runways, airplanes do not fly directly over the project site, and there would be no safety hazards associated with airports. Additionally, the Proposed Project would meet Title 24 standards, including the use of double paned windows and insulated walls, and downcast lighting to avoid reflections of upward shine to planes, to mitigate noise related issues. The Airport Land Use Commission has reviewed the application for the Proposed Project and has found the Proposed Project to be consistent with the City's General Plan (see **Appendix E**). **Less Than Significant**.

QUESTION F

The Proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The Proposed Project would be developed on an existing vacant site near developed areas and would not result in the blockage of access routes or evacuation routes adopted within an emergency response plan or emergency evaluation plan. The project site is located adjacent to Clayton Road to the south and Willow Pass Road to the north, which connect to on- and/or off-ramps accessing SR-242 and Interstate 680, respectively. Additionally, along with employee and customer access along Pine Street, a secondary access point on Market Street will provide egress, as necessary, for emergency vehicles. **No Impact**.

QUESTION G

The project site is surrounded by urban development on all sides. According to the California Fire Hazard Severity Zone Map, the project site is not located in a Very High Fire Hazard Severity Zone (CAL FIRE, 2009). The project area is within a low and moderate fire hazard area as listed by the city wildfire hazards map (City of Concord, 2012). Therefore, the Proposed Project will not be exposed to risks from wildland fires. **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.10 HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in a substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☒	☐	☐
iv) impede or redirect flood flows?	☐	☐	☐	☒
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

3.10.1 ENVIRONMENTAL SETTING

Concord sits south of Suisun Bay and approximately 50 miles east of the Pacific Ocean. Surface water bodies within Concord include Mallard Reservoir, Walnut Creek, Pacheco Creek,

Kirker Creek, Mt. Diablo Creek, Pine Creek, Galindo Creek, Grayson Creek, Clayton Canal, Contra Costa Canal and slough, and wetlands located along the bay. The City is primarily in the Mt. Diablo Creek and Walnut Creek watersheds and is underlain by two groundwater basins, Clayton Valley and Ygnacio Valley.

The project site is located within an urban setting with storm water draining to the City municipal system (discussed below under *Flooding*). Due to the downtown location, the project site has no direct access to surface waters and does not currently discharge directly to a surface water feature. The City is incorporated into the Contra Costa Clean Water Project and associated NPDES Permit for municipal storm water systems (Municipal Regional Permit). Provision C.3 in the Municipal Regional Permit requires site designs for new developments and redevelopments to minimize the area of new roofs and paving. Where feasible, pervious surfaces should be used instead of paving so that runoff can infiltrate to the underlying soil. Remaining runoff from impervious areas must be captured and used or treated using a bioretention system. In some developments, the rates and durations of site runoff must also be controlled. The C.3 requirements are separate from, and in addition to, requirements for erosion and sediment control and for pollution prevention measures during construction. Adherence to the C.3 requirements minimizes water quality impacts from new development in order to maintain regional compliance with the Municipal Regional Permit.

FLOODING

The Federal Emergency Management Agency (FEMA) is responsible for predicting the potential for flooding in most areas. FEMA routinely performs this function through the update and issuance of Flood Insurance Rate Maps (FIRMs), which depict various levels of predicted inundation. As shown on FIRM panel no. 06013C0281F, dated June 16, 2009, the Project Site is not located within any FEMA flood zones (FEMA, 2009). However, an existing subterranean flood control and drainage channel traverses underneath the project site, which has the capacity to effectively capture and transport stormwater, without affecting bordering areas. The project site is not anticipated to experience substantial flooding as a result of the subterranean channel located beneath the western portion of the site. There are no offsite areas draining onto the project site. The project site will drain via a stormwater drainage system that includes flow-through bioretention areas to improve stormwater quality prior to discharge into the existing City storm drains. In addition, the implementation of permeable landscaping will reduce on-site stormwater flows.

3.10.2 IMPACT DISCUSSION

QUESTION A

STORMWATER

Pursuant to the requirements of the State Water Resources Control Board, the Project applicant is required to obtain a NPDES permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or exaction that disturb at least one acre of land area. The NPDES permit requires that the Proposed Proponent prepare and submit to the City of approval a Project Specific SWPPP to control stormwater

runoff during construction because the site is larger than one acre. The SWPPP would specify the BMP's that the Proposed Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and treated prior to being discharged from the project site.

As discussed in **Section 2.2.2**, the Proposed Project has been designed to conform to the storm water quality requirements of the City of Concord Design Review Application Checklist and the Contra Costa County Clean Water Program's Stormwater C.3 Guidebook (C.3 Guidebook). The Proposed Project would maintain bioretention areas in order to improve stormwater quality prior to discharging into existing city storm drains. With the project site design in compliance with the C.3 Guidebook, the Proposed Project will comply with the Municipal Regional Permit and associated waste discharge requirements. Therefore, subsequent treatment of the waste generated by the new development would not result in violation of Central Contra Costa Sanitary District (CCCSD) waste discharge requirements of the Municipal Regional Permit and water quality would not be significantly impacted.

However, during construction, construction equipment and materials have the potential to leak, thereby discharging pollutants into stormwater. Construction site pollutants include particulate matter, sediment, oils and greases, concrete, and adhesives. Discharge of these pollutants could result in contamination of area drainages, causing an exceedance of water quality objectives. As described in **Mitigation Measure HYD-1**, the implementation of the SWPPP must incorporate BMPs and monitoring programs. The permit requires that new development projects must implement construction site inspections and control programs to prevent site pollutant discharge into storm drains. Compliance with City requirements to protect stormwater inlets would require the developer to implement BMPs such as the use of straw bales, sandbags, gravel traps, and filters; erosion control measures such as vegetation and physical stabilization; and sediment control measures such as fences, dams, barriers, berms, traps, and basins. City staff also inspect and enforce the erosion, sediment, and pollution control requirements in accordance with City codes (Grading, Erosion and Sediment Control ordinance).

With compliance of City regulations and permit requirements along with implementation of BMPs outlined in the SWPPP, construction activities would result in a **less-than-significant impact with mitigation** related to water quality degradation. Although the Proposed Project would increase impervious surfaces by 78 percent, operation of the Proposed Project would not cause a degradation of water quality due to the incorporated design features that specifically address stormwater quality. Design features include a system of small-scale stormwater control facilities (IMPs) designed to meet hydromodification plan flow requirements, with self-treating low-impact development (LID) areas installed along the project site. **Less than Significant with Mitigation**.

WASTEWATER

Wastewater would be conveyed to the CCCSD Wastewater Treatment Plant in Martinez (WWTP) for treatment and disposal. The WWTP operates under an NPDES permit and associated waste discharge requirements issued by the San Francisco Bay Regional Water

Quality Control Board (RWQCB) under order number R2-2017-0009 (Order) that prevent impacts to receiving water quality. The Order establishes numerical limitations for biological activity (carbonaceous biological oxygen demand), total suspended solids, oil and grease, pH, bacteria, copper, cyanide, dioxin-TEQ, acrylonitrile, Bis(2-ehtylhecy) phthalate, and ammonia. The CCCSD treatment system was designed to handle residential and commercial waste and must satisfy the numerical requirements or the RWQCB has the authority to levy penalties, impose cease and desist orders, and issue moratoriums for new sewer service connections if waste discharge requirements are violated (RWQCB, 2017). The proposed hotel guests would generate waste that is within the design parameters of the wastewater treatment facility and therefore would not introduce a new source of pollutants that could result in exceeding the numerical limitations. The addition of wastewater as a result of the Proposed Project would not cause CCCSD to exceed wastewater treatment requirements as established by the Order to protect water quality; thus, a less-than-significant impact would occur. **Less Than Significant**.

QUESTION B

The project site is located within the Ygnacio groundwater basin. The nearest well to the site, State Well Number 02N02W35D001M, indicated an approximate depth of 87 feet below the ground surface in 2007 (DWR, 2020). Potable water would be supplied by the Contra Costa Water District (CCWD) and no groundwater wells would be developed on site. The primary source of water of the CCWD is the Sacramento-San Joaquin Delta, therefore minimal groundwater will be drawn as a result of the Proposed Project. **Less Than Significant**.

QUESTION C (I & II)

A subterranean drainage channel runs beneath the existing viaduct on the southern portion of the project site. Stormwater generated under the Proposed Project would drain by overland flow through newly implemented bioretention areas, which would subsequently reduce stormwater pollutants, prior to discharging to the City's storm drain infrastructure, consistent with existing conditions. Due to the downtown/urban nature of the surrounding area, the City's drainage structure was designed to convey runoff from developed sites, which includes the project site. The added runoff from the developed site would not exceed the capacity of regional drainage. Therefore, the Proposed Project would not significantly alter these drainage patterns existing on the project site or surrounding area.

The Proposed Project would not alter the course of any stream, nor substantially increase the amount of runoff which would result in flooding and erosion. Although 78 percent of the project site will be covered in impervious surfaces, strategically placed landscaping will allow water to percolate through, minimizing flooding impacts. Additionally, the implementation of IMPs, with self-treating low-impact development areas, will reduce erosion concerns on the project site. As a result of the Proposed Project, the rate or amount of surface runoff which would result in flooding on- or offsite, or result in substantial erosion or siltation, would not substantially change, and therefore the impact would be less-than-significant. **Less Than Significant**.

QUESTION C (III)

In order to minimize impacts as a result of the Proposed Project providing substantial additional sources of polluted runoff, and because more than one acre of soil would be disturbed, the

Proposed Project would require the preparation of a SWPPP and include BMPs as listed in **Mitigation Measure HYD-1**. Additionally, the Proposed Project would be exclusively low-impact development (LID) and is designed to capture all on-site discharge in to C3 facilities, which is consistent with the California Regional Water Quality Control Boards for the San Francisco Bay Region and the Central Valley Region revised Provision "C.3" in the NPDES permit governing stormwater discharges in Contra Costa County and the corresponding Contra Costa County Stormwater C.3 Guidebook, 7th Edition. **Less than Significant with Mitigation**.

QUESTION C (IV)

As shown on FIRM panel no. 06013C0281F, dated June 16, 2009, the Project Site is not located within a 100-year flood hazard area (FEMA, 2009). Therefore, the project would not impede or redirect flood flows within a flood hazard area. **No Impact**.

QUESTION D

The Pacific Ocean is located approximately 50 miles west of the project site; therefore, there are no tsunami inundation areas in the Walnut Creek Quadrangle where the project site is located. The closest tsunami inundation area is in the Benicia Quadrangle, located northwest of the project site (USGS, 2020). The project site is not located adjacent to a lake nor the portion of the Bay susceptible to seiche. The closest body of water is Ellis Lake, approximately 0.6 miles east of the project site. However a subterranean drainage channel runs beneath the existing viaduct (see *Transportation* section) at the southern portion of the project site, however the project site does not have direct access to this channel. The project site is located in an area with generally flat topography. Because there are no drastic changes in elevation, there are no risks of mudflows onto the project site or flooding as result from development of the Proposed Project. The Proposed Project would not cause inundation by seiche, tsunami, or flooding. **No Impact**.

QUESTION E

The Contra Costa Clean Water Program and the Municipal Regional Permit are the key governing bodies which regionally implement the requirements set forth by the CWA, Basin Plan, and City stormwater regulations. The Proposed Project and site plan would be reviewed by the City Public Works Department and Engineering Division to confirm that the Proposed Project meets the requirements of the Contra Costa Clean Water Program and the Municipal Regional Permit. Additionally, the Proposed Project would be consistent with all regional water quality and groundwater management policies and plans. **Less Than Significant**.

MITIGATION MEASURES

HYD-1 The Applicant shall ensure that the following BMPs are included in the SWPPP prepared in accordance with the Municipal Regional Stormwater Permit.

a. Temporary erosion control measures (such as straw bales, wattles, fiber rolls, gravel bags, equivalent devices) shall be employed around the perimeter of the project site to prevent debris from being transported to a drainage system via runoff.

b. The use of hazardous materials during construction shall be minimized to the extent practical, and the amount of hazardous materials stored on the project site shall be limited to what is needed to immediately support construction activities.

c. Well-maintained equipment shall be used to perform the construction work, and, except in the case of a failure or breakdown, equipment maintenance shall be performed offsite. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material cleaned up, and the cleaning materials shall be collected and properly disposed of.

d. Inactive material stock piles must be covered and bermed at all times.

e. During the wet season, construction materials, including topsoil and chemicals shall be stored, covered, and isolated to prevent runoff losses and contamination of surface and groundwater.

f. In the case of a rain event, active debris boxes shall be covered during rain events to prevent contact with rainwater.

g. Construction waste shall be collected and transported to an authorized upland disposal area, per federal, state, and local laws and regulations.

h. All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the site once the Proposed Project is completed and transported to an authorized disposal area, in compliance with applicable federal, state, and local laws and regulations.

i. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.

j. A spill prevention and countermeasure plan shall be developed, which identifies proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite.

k. Petroleum products shall be stored, handled, used, and disposed of properly in accordance with provisions of the CWA (33 USC § 1251 to 1387).

l. The Applicant shall require all workers be trained in the proper handling, use, cleanup, and disposal of all chemicals used during construction activities and provide appropriate facilities to store and isolate containments.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.11 LAND USE AND PLANNING

Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

3.11.1 ENVIRONMENTAL SETTING

As described in **Section 2.1.1**, both parcels that comprise the project site are zoned for Regional Commercial (RC). The project site is not within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other conservation plan, such as the Concord Reuse Project area. Furthermore, Figure 3-2 within the General Plan shows that the project site is within the Proposed Urban Limit Line and the Clayton Valley planning subarea (City of Concord, 2020).

3.11.2 REGULATORY SETTING

In the General Plan, Regional Commercial zoning is designated for the following," …large-scale commercial development (greater than 80,000 square feet) that serves both local residents and residents from the surrounding region. A broad range of retail uses and personal services are envisioned, including regional shopping centers, big box retail, home improvement sales and service, and warehouse membership clubs, as well as new auto sales and services, and travel-related services such as hotels, gas stations, and restaurants. The maximum FAR is 0.5." (City of Concord, 2020).

3.11.3 IMPACT DISCUSSION

QUESTION A

The project site is undeveloped and consists of limited vegetation and a fence. Implementation of the Proposed Project would be a continuation of the established commercial development north of the project site. While residential development in the form of apartment complexes is further south of the project site across Clayton Road, implementation of the Proposed Project would not divide this residential area because there is no residential development immediately north of the project site. Furthermore, the Proposed Project would not undermine transportation networks or establish a barrier for residents within the project site area. The project site provides transient residents closer access to central downtown and regional transportation, such as BART, to further increase connectivity to the regional area. Consequently, implementation of the

Proposed Project would result in a less-than-significant impact in dividing the established community. **Less Than Significant**.

QUESTION B

As discussed in **Section 2.1.1**, the project is proposed to change the current land use designation and zoning designation of the project site from Regional Commercial to Downtown Mixed Use. This would not constitute an adverse change because Downtown Mixed Use would be predominantly consistent with the land uses generally northeast/east of the site. As described in **Section 2.1.3**, the surrounding land uses are primarily Downtown Mixed Use, Regional Commercial, and West Concord Mixed Use. Each of these land uses allow for varying degrees of commercial development, and therefore changing the project site zoning from Regional Commercial to Downtown Mixed Use would not be disruptive to the surrounding land uses. The project site zoning change, as a result of the proposed hotel project, would be in compliance with the goals, objectives, and policies of the General Plan, including "Identify new areas for region-serving commercial uses at locations that take advantage of major transportation routes" as outlined in General Plan Principle LU-3.1.5. As described in **Section 2.1.4**, the project is near the downtown Concord BART Station and SR-242 and is proximate to Clayton Road, a highly commercially developed road that is a large transportation artery within the City. Therefore, the Proposed Project would represent a new commercial development that could take advantage of established major transportation routes. The Proposed Project fulfills LU-10.1.5 (requiring trees and other landscaping within parking lots) because the parking lot component as shown in the landscape plan submitted by the Applicant will incorporate trees and other landscaping into the design. Because of these design features and other landscaping features, the Proposed Project will be improving a streetscape along the street frontages. This satisfies LU-10.1.1," Encourage streetscape and façade improvements to enhance the appearance of existing uses along major arterials."

Accordingly, implementation of the Proposed Project would result in a less-than-significant impact to the applicable land use plan, policy, or regulation. **Less Than Significant**.

		Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.12	**MINERAL RESOURCES**				
Would the project:					
a)	Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	☐	☐	☐	☒
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?	☐	☐	☐	☒

3.12.1 ENVIRONMENTAL SETTING

The project site is not currently being mined nor does it have a known valuable mineral resource (City of Concord, 2012). The project site is not a main access point for any other mined resources in the area. Mineral and aggregate resources exist in areas on the southern limits of the City. Access to these resources is restricted by existing developed areas in residential neighborhoods and commercial developments along with existing roadways.

3.12.2 IMPACT DISCUSSION

QUESTIONS A AND B

Based on the lack of valuable mineral resources on the project site, the Proposed Project will not result in the loss of availability of a known mineral resource that would be of future value to the region and residents of the state, nor would it result in the loss of availability of a locally important mineral resource recovery site. **No Impact**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact
3.13 NOISE				
Would the project result in:				
a) Generation of a substantial temporary or periodic increase in ambient noise levels in the project vicinity in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of, excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or 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 in or working in the project area to excessive noise levels?	☐	☐	☒	☐

3.13.1 ENVIRONMENTAL SETTING

The major existing noise source in Concord is vehicle traffic, including Highway 242, which runs parallel to the project site on an overpass approximately 400 feet west of the project site. Highway 242 is a six-lane highway. The project site is also adjacent to two major intersections, at Market Street and Clayton Road to its southwest, and Market Street, Willow Pass Road and Pine Street to its north. The nearest BART station is located approximately one-mile northeast of the project site. To the north, south, east and west of the project site, the main noise sources are from commercial and downtown daily noise.

SENSITIVE NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others due to the amount of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities typically involved. Residences, motels and hotels, schools, libraries, churches, hospitals, nursing homes, auditoriums, and parks and other outdoor recreation areas generally are more sensitive to noise than commercial and industrial land uses. A sensitive receptor is defined as any living entity or aggregate of entities whose comfort, health, or wellbeing could be impaired or endangered by the existence of noise.

Several sensitive receptors in the vicinity of the project site. The closest sensitive receptors are three residential apartments located approximately 110 feet south of the project boundary; four single-family residences located approximately 200 feet south of the project boundary; and two

residential apartments located approximately 220 feet south of the project boundary across Clayton Road. Additional residential apartments are located approximately 230 feet southeast of the project boundary across Clayton Road and Pine Street. Harvest Church is located approximately 800 feet northeast of the project site across Willow Pass Road. No schools are located in the vicinity of the project site.

3.13.2 REGULATORY SETTING

CITY OF CONCORD NOISE RESTRICTIONS

City Municipal Code section 8.25.020(1)(y) restricts the hours that construction work can take place to reduce noise impacts on the public near construction projects. Allowed construction times are Monday-Friday 7:30 am until 6:00 pm and 8:00 am until 5:00 pm on the weekends. Although, construction on weekends is only allowed by prior approval of the Building Division. Construction activities will not take place outside of the allowed hours unless otherwise indicated on the use permit or building permit or imposed under an environmental mitigation and monitoring program.

In connection with existing environmental conditions at the project site, CEQA does not require evaluation or mitigation of impacts of the environment of a proposed project, unless the proposed project risks exacerbating the existing condition. Accordingly, this review considered whether the Proposed Project exacerbates the existing environmental effects of roadway noise at the project site (CBIA v. BAAQMD (2015) 62 Cal.4th 369).

3.13.3 IMPACT DISCUSSION

QUESTION A

Based on **Table 3-7**, the construction noise at the project site would be 89 dBA, Leq. This is a conservative maximum noise level based on the assumption that louder equipment, such as jackhammers, may be used daily. Sound levels at nearby sensitive receptors (approximately 110 feet south of the project site boundary) during construction would be 82 dBA, Leq, which is greater than the City of Concord threshold of 70 dBA, Leq for Mixed Use and High Density Residential, Multi-Family Residential, and Transient Lodging areas (City of Concord, 2012). However, according to the City of Concord Municipal Code Title 18, Section 150.130 (O)(6) construction is exempt from exceeding the 70 dBA, Leq threshold if the project construction activities occur between the hours of 7:30 am to 6:00 pm. **Section 2.2.6** provides construction procedures that show compliance with the City of Concord Municipal Code Title 18, Section 150.130 (O)(6). Therefore, construction activities would not result in exposure of persons to, or generation of, or exacerbation of noise levels in excess of standards established in the General Plan, noise ordinance, or applicable standards of other agencies.

TABLE 3-7
TYPICAL CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85
SOURCE: FWHA, 2006	

The Proposed Project consists of an 86 room hotel and 76 stall parking lot. This is consistent with the surrounding residential and commercial land uses, and the City of Concord zoning of residential and mixed use. According to the City of Concord General Plan, the acceptable level of noise of Mixed Use and High Density Residential, Multi-Family Residential, and Transient Lodging areas is up to 70 dBA Leq., with 70-75 dBA Leq. conditionally acceptable (Concord, 2012).

The site is located on Willow Pass Road to the north, Market Street to the west, and Clayton Road to the south, all major roadways in the City. As discussed in Question A, the primary noise source in the vicinity of the project site is traffic on local roadways and Highway 242. If a cause of noise, such as volume of traffic on local roadways, doubles, the ambient noise level will increase by 3 dBA, Leq (Caltrans, 2013). As shown in **Section 3.17 Transportation and Circulation**, with the implementation of the Proposed Project, traffic on local roads would increase by approximately 44 vehicles during the morning peak hour and 35 vehicles in the evening peak hour (Fehr and Peers, 2020). When compared to the existing traffic on local roads, which is between 1,500 and 3,900 vehicles during the peak morning and evening hours at surrounding intersections, the increase in local road traffic would increase the ambient noise level by approximately 0.04 to 0.12 dBA Leq (Kittelson and Associates, Inc., 2020). This is a conservative estimate assuming all peak hour traffic is added to each road's existing peak hour traffic volume; instead, project-induced traffic would be distributed among the surrounding roadways. The existing ambient noise level at the project site was measured to be 66 dBA, Leq. A 0.04 to 0.12 dBA, Leq increase in the ambient noise level in the vicinity of the Proposed Project during peak traffic hours would be below the City threshold of 70 dBA, Leq. Although the ambient noise level would increase, the noise levels would not increase significantly above or exacerbate the existing ambient noise level.

Permanent sources of noise produced by the Proposed Project post-construction include those of vehicles in the parking lot and an HVAC system on the hotel roof. These sources produce noise between 40 and 50 dBA, Leq, which is below that of adjacent roadways of between 50 and 60 dBA, Leq. Overall exterior noise would be the same as that prior to construction at

approximately 50-60 dBA, Leq. Additionally, on-site and off-site work associated with the Proposed Project would occur only between the allowed hours. Accordingly, ambient noise levels would be consistent with the local surroundings of the downtown area. This noise level is within the acceptable range of the City's General Plan for the hotel and adjacent land uses of multi-family residences, commercial offices and businesses. **Less Than Significant**.

QUESTION B

Current conditions include two large intersections located directly north and south of the project boundary, and Highway 242, which runs parallel to the project site on an overpass approximately 400 feet west of the project site. According to CalTrans, highway traffic generally does not create enough groundborne vibration to cause damage to residences and structures, even at close distances (2013). Speed of roadway traffic will be reduced when approaching intersections, such as those adjacent to the proposed project boundary, and is not generally a source of groundborne vibrations. Additionally, Highway 242 is an elevated roadway and does not cause substantial groundborne vibration.

Excessive vibration has the potential to be generated during construction that requires the use of equipment with high vibration levels (i.e., compactors, large dozers, pile drives, jack hammers, etc.) occurring within 25 to 100 feet of an existing structure. The nearest sensitive receptor is approximately 110 feet from where construction would occur (refer to Section 3.12.1). Impact pile driving, which typically produces the highest vibration levels, is not anticipated to occur. No pile drivers, blasting, or major earthmoving with large dozers would take place during construction. All equipment, as stated in **Section 2.2.6**, would be considered standard construction equipment and would not produce substantial vibration of the project areas. Additionally, construction vehicles would be equipped with mufflers and would not be permitted to idle. Given the infrequent use of heavy equipment and the distance to the nearest sensitive receptor, exposure to ground-borne vibration from construction activities would not be detected at the nearest sensitive receptor.

The long-term operation of the Proposed Project includes no operations that would result in the exposure of residents to excessive groundbourne vibration. The Proposed Project includes a hotel and adjacent parking lot and does not include equipment or facilities that would generate or exacerbate groundbourne vibration. **Less Than Significant**.

QUESTION C

The Proposed Project is located approximately one mile southeast the Buchanan Field Airport and lies within the airport influence area, per Development Code 18.100.020 and the Contra Costa County Airport Land Use Compatibility Plan (2000). The airport influence area is defined as area extending 14,000 feet from the ends of the specified runways. The two Buchanan Field Airport runways are positioned northeast to southwest and north-northwest to south-southeast. The project location is located below the vicinity of the flight path of the former runway; however, per the City of Concord General Plan, noise levels are below 55 dB CNEL beyond 0.3 mile southeast of the runway (2012). Therefore, exposure of sensitive noise receptors to aircraft noise levels will be limited and below that of surrounding noise sources of vehicular traffic. In addition, Buchanan Airport must comply with Airport Ordinances 87-8 and 88-82 along with the Buchanan Field Noise Program in order to prevent excessive noise levels (Contra Costa

County, 1987, 1988; Contra Costa County, 2019b). The Airport Land Use Commission has reviewed the application for the Proposed Project and has found the Proposed Project to be consistent with the City's General Plan (refer to **Appendix E**). **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.14 POPULATION AND HOUSING

Would the project:				
a) Induce substantial population growth in an area either directly (*e.g.*, by proposing new homes and businesses) or indirectly (*e.g.*, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

3.14.1 ENVIRONMENTAL SETTING

In 2010, the City population was 122,067 residents with an estimate of 129,925 residents in 2019 (U.S. Census, 2010a). Contra Costa County population was 1,049,025 residents in 2010 and is an estimated 1,153,526 residents in 2019 (U.S. Census, 2010b). There were an estimated 46,475 households within the City between the years of 2014-2018, with an approximate 2.74 persons per household (U.S. Census, 2010a). In 2018, the City's vacancy rate for multi-family housing units was 3.7 percent (City of Concord, 2019). In 2019, the average unemployment rate in Concord was 2.8 percent (U.S. Bureau of Labor Statistics, 2020).

3.14.2 IMPACT DISCUSSION

QUESTION A

The project is an 86-guestroom hotel development located in an urbanized area. The Proposed Project is intended for short-stay travelers and would therefore not increase the number of permanent residents in the City. Additionally, the Proposed Project would employ approximately 25-30 employees, which would be made up of existing City residents with potentially employees outside of the City which may attract a few new employees to move to Concord. Although the implementation of the Proposed Project may result in an increase in population, the impact would be less than significant due to the City's current unemployment and vacancy rate. **Less Than Significant**.

QUESTION B

The 86-room hotel project will be constructed on a vacant site, and therefore it will not displace any existing housing or people. **No Impact**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.15 PUBLIC SERVICES

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

a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

3.14.2 ENVIRONMENTAL SETTING

The project site is served by the Concord Police Department. The nearest police department is located 0.78 miles east of the project site. The Concord Police Department has a ratio of approximately 1.06 officers per 1,000 residents (Bustillos, 2020), a lower ratio than the California average of 2.3 officers per 1,000 residents (Public Policy Institute of California, 2018) and the California standard of 1.4 to 1.7 officers per 1,000 people (City of Concord, 2012). The department's response time in 2019 was 6 minutes and 28 seconds for Priority 1 calls (emergency and potentially life-threatening calls) (Bustillos, 2020).

The Contra Costa County Fire Protection District (CCCFPD) provides protection, suppression, emergency medical, and rescue services for the City of Concord. The district has mutual-aid agreements with 20 cities and unincorporated areas in Contra Costa County (Contra Costa County Fire Protection District, 2018). The nearest Fire Department Station, located 0.88 miles driving distance to the project site, is the Contra Costa Fire Protection District Station Six on Willow Pass Road. It is an active fire station with Engine 6, Truck 6 and Battalion 2 (United Professional Firefighters of Contra Costa County, 2020). The CCCFPD has 288 firefighters in Contra Costa County in 2018 and 5 minutes and 35 seconds response time to emergency incidents within Central Contra Costa County (Contra Costa County Fire Protection District, 2018). Additionally, the project site is located within a low fire hazard zone (California State Geoportal, 2020).

The project site is located in the Mt. Diablo Unified School District, and this district had approximately 31,037 students enrolled in the 2019-2020 school year. The Mt. Diablo Unified

School District is composed of a total of 52 educational institutions, including 28 public elementary schools, 9 public middle schools, and 6 public high schools (Education Data Partnership, 2020). The nearest K-12 schools to the project site are shown in **Table 3-8**, and these consists of Meadow Homes Elementary School, Valley View Middle School, and Mt. Diablo High School. Enrollment information for each of these school in the 2019-2020 school year can also be found in **Table 3.8**.

TABLE 3-8
NEARBY SCHOOLS

School	Location Relative to the Project Site (miles)	Grade Level	Approximate Enrollment 2019-2020 School Year
Meadow Homes Elementary School	0.47 Southeast	K-5	839
Valley View Middle School	1.25 West	6-8	795
Mt. Diablo High School	0.76 Northeast	9-12	1,540
Source: Education Data Partnership, 2020			

There are six parks within a one-mile radius of the project site including: Ellis Lake Park, Todos Santos Plaza, Meadow Home Park, Krueger Fields, Industrial Park, and Concord Skate Park. The closest park, Ellis Lake Park, is located 0.38 miles east of the project site. Todos Santos is a historic plaza and district and the oldest, most historical area in the City.

3.15.2 IMPACT DISCUSSION

QUESTIONS A THROUGH E

The Proposed Project would not result in an increase in the use of public services that would result in the need for new or physically altered government facilities. With the development of an 86 room hotel and 73 parking spaces, construction and operation of the Proposed Project would not cause significant impacts to service ratios, response times, or other performance objectives to fire protection, police protection, parks, or other public facilities in the area.

POLICE PROTECTION

The Proposed Project would not require the construction of a new police station or physically alter an existing station. S-7.1.1 in the General Plan would ensure that the Proposed Project is properly assessed for safety concerns by the City of Concord Police. Furthermore, the Proposed Project would comply with the provisions of the General Plan Policy GM-7.2.1. This requires the Proposed Project pay their share of costs associated with the provision of public facilities (City of Concord, 2012). **Less Than Significant**.

FIRE PROTECTION

The increase in City residents would impact the demand for fire protection services. However, to offset the increased demand for fire protection services, the Proposed Project would comply with City standards to provide minimum fire safety and support, including: compliance with State

and local fire codes, fire sprinklers, fire hydrants with paved access, and secondary access routes. The Proposed Project would also comply with the provisions of General Plan Policy S-7.2.2 and S-7.2.1. S-7.2.2 requiring new development to incorporate water systems that meet CCCFPD fire flow requirements while S-7.2.1 would ensure that the development of the Proposed Project would be done in coordination with CCCFPD. Finally, GM-7.2.1 would ensure that the Proposed Project pays its share of costs associated with the provision of public facilities (City of Concord, 2012). **Less Than Significant**.

SCHOOLS

Development of the Proposed Project would not lead to a permeant increase in the City's population as the visitors to the hotel would be transient in the nature. These transient visitors would not increase enrollment in the Mt. Diablo Unified School District, and subsequently construction of new or expanded public facilities would not be required. **No impact**.

PARKS

The Proposed Project includes limited landscaping, but no public open space and recreational areas. The Proposed Project would collect transient occupancy taxes (TOT) of 10 percent per Section 3.15.230 of the City of Concord's Municipal Code from guests as required by the City as a condition of approval for the project. **Less Than Significant**.

OTHER PUBLIC FACILITIES

Development of the Proposed Project would not lead to a permanent increase in the City's population as the visitors to the hotel would be transient in nature. Furthermore, these transient visitors would only have a limited demand for public services such as public health services and library services. This would not require construction of new or expanded public facilities. The Proposed Project would comply with the provisions of the General Plan Policy GM-7.2.1, which ensures developments pay their share of costs associated with the provision of public facilities (City of Concord, 20112). **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.16 RECREATION

Would the project:

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☒	☐

3.16.1 ENVIRONMENTAL SETTING

As previously discussed, Ellis Lake Park is the closest park to the project site. There are five parks, totaling approximately 25 acres, within a one-mile radius of the project site (City of Concord, 2020b). The parks contain lawns and trees suitable for children's play, walking, jogging, and has several picnic areas located throughout. In 2006, there were 5.2 acres of parks per every 1,000 residents (City of Concord, 2012). The current citywide goal for public parks is to have six acres per every 1,000 residents.

3.16.2 IMPACT DISCUSSION

QUESTION A AND B

The 86-room hotel would provide temporary stay for up to 172 guests, specifically intended for short-stay business and leisure travel. The Proposed Project would not include a restaurant, meeting space, or conference rooms, nor would it require exterior activities. There would be no on-site public facilities as a result of the Proposed Project.

The Proposed Project would not increase the use of existing parks, nor would it increase the use of existing neighborhood parks or recreational facilities such that a substantial accelerated physical deterioration of the 25 acres of parks would occur. Since the Proposed Project would only accommodate temporary stay guests, and would not include long-term residents, little to no use of public recreational facilities are expected. The Proposed Project will collect TOT per Section 3.15.230 of the City of Concord's Municipal Code from guests as required by the City as a condition of approval for the project. **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.17 TRANSPORTATION AND CIRCULATION

Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☒	☐	☐
c) Substantially increase hazards due to a design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment)?	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

3.17.1 ENVIRONMENTAL SETTING

Roadways are currently the primary mode of transportation within the City. Major roadways within the city limits are Interstate 680, State Routes 4 and 242, Willow Pass Road, Clayton Road, Monument Boulevard, Ygnacio Valley Road, Concord Avenue, and Treat Boulevard. Bicycle lanes, pedestrian walkways, and public transit facilities are also present in the city. Public transit service in Concord is provided by County Connection bus and two BART stations within the City. The nearest BART station is the Concord Station located approximately 1.2 miles northeast of the project site. The Buchanan Field Airport is located on Sally Ride Drive approximately one mile northwest of the project site. The Buchanan Field Airport had 112,061 operations in 2018, an average of 307 operations per day (Contra Costa County, 2019a).

The project site is bound by Market Street to the west, Pine Street to the east, and Clayton Road to the south. The project site is adjacent to two large intersections: at Clayton Road and Market Street to the southwest, and at Willow Pass Road, Market Street and Pine Street to the north. Substantial traffic crosses Clayton Road, as it is both an exit and entrance to Highway 242 west of the project site. Along with Clayton Road, Market Street and Willow Pass Road are multilane thoroughfares.

The project site is located in the Regional Commercial (RC) zoning district and the area is covered under the Downtown Specific Plan. All vehicular access points to the project site are

unsignalized, with the primary driveway off Pine Street and the secondary driveway off Market Street. The main driveway provides access for guest loading and unloading and utility services. Trash pick-up will occur from Pine Street. The secondary driveway is for emergency vehicles only. The primary driveway is designed for two-way circulation, while the secondary driveway is gated and designed for one-way egress traffic.

Regional access to the project site is provided via Willow Pass Road, Clayton Road and Market Street. Clayton Road and Market Street provide access from/to State Route (SR) 242 and Interstate 680 to the project site. Willow Pass Road and Clayton Road provide access to/from downtown Concord.

3.17.2 REGULATORY SETTING

STATE

Senate Bill 375

Senate Bill 375, the Sustainable Communities and Climate Protection Act, was adopted in September 2008. Building on AB 32, SB 375 directed CARB to develop regional GHG emission reduction targets to be achieved by metropolitan planning organizations (MPOs). MPOs became required to align their regional transportation, housing and land use plans and prepare Sustainable Communities Strategies (SCS) to reduce vehicular travel and GHG emissions. Through SB 375, the State encouraged alternative transportation planning in regional plans. CARB determines whether the SCS will achieve the region's GHG emissions reduction goals. Under SB 375, certain qualifying in-fill residential and mixed-use projects would be eligible for streamlined CEQA review.

Senate Bill 743

Senate Bill (SB) 743 changes how public agencies must evaluate the transportation impacts of projects under the California Environmental Quality Act (CEQA). The bill required revisions to the CEQA Guidelines that would establish new criteria for determining the significance of a project's transportation impacts that will more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions. As required under SB 743, the Governor's Office of Planning and Research (OPR) developed potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled (VMT), VMT per capita, automobile trip generation rates, or automobile trips generated. The new metric would replace the use of automobile delay and level of service as the metric to analyze transportation impacts under CEQA. OPR recommends different thresholds of significance for projects depending on land use types. For example, residential and office space projects must demonstrate a VMT level that is 15 percent less than that of existing development to determine whether the mobile-source GHG emissions associated with a project are consistent with statewide GHG reduction targets. With respect to retail land uses, any net increase of VMT may be sufficient to indicate a significant transportation impact.

REGIONAL

The City follows guidelines under the 2019 Contra Costa Congestion Management Program (CMP), which requires every jurisdiction to conduct a traffic impact analysis for any proposed development project, development plan, or General Plan Amendment that would generate more than 100 vehicle trips in the peak hour (Page v of CCTA, 2019). The 2019 CMP is intended to comply with the MTC's Regional Transportation Plan (RTP), Plan Bay Area 2040, adopted in July 2017. The 2017 RTP includes a Sustainable Communities Strategy (SCS), pursuant to SB 375, aiming to reduce GHG emissions by 15% from cars and light trucks by 2035.

LOCAL

Concord 2030 General Plan

The Concord 2030 General Plan, adopted in 2012, provides several policies in support of Principle S-1.2 to encourage alternative modes of transportation. These include encouraging Transportation Demand Management (TDM) programs; supporting the expansion and improvement of local and regional transit systems; encouraging car sharing programs at new high density, mixed-use developments; working to replace municipally-owned gasoline-powered vehicles with hybrid or clean fuel vehicles; and promoting walking and bicycling. Additionally, Principle S-1.3 is intended to support regional air quality strategies through land use planning and site design. Supporting policies to attain this principle include promoting infill development to reduce urbanization of open space and agricultural lands; supporting transit-oriented development to reductive automobile travel; and encouraging mixed-use development to reduce the number and length of vehicle trips (Concord, 2012).

Vehicle Miles of Travel Screening Criteria

To reflect the goals of SB 743 and CEQA guidelines related to VMT analysis and thresholds for land use developments, the City of Concord adopted VMT screening criteria and thresholds on July 14, 2020. The screening criteria and thresholds are specified for numerous uses, including residential, office and industrial; however, they are not set for hotel use. Residential and office land uses could result in a significant impact if VMT per capita is estimated to be greater than 85 percent of the regional average, while retail land uses could result in a significant impact if total VMT is estimated to result in a net increase from existing VMT. The screening criteria and thresholds will be reviewed after one year of use for modification, if necessary.

3.17.3 IMPACT DISCUSSION

QUESTIONS A AND B

Assessment of transportation and circulation impacts was originally based on the previous CEQA guidelines assessing level of service (LOS) impact to roadways. The CEQA guidelines have been most recently updated to asses vehicle miles traveled (VMT) generated by a proposed project. Impacts as initially assessed in relation to the City General Plan and Downtown Specific Plan for LOS are discussed below, followed by impacts of the Proposed Project's change in zoning and VMT generation.

In the City's 2012 Supplement to the 2006 General Plan EIR prepared for the City's new Development Code, it was determined that full build out of the General Plan and Downtown

Specific Plan would result in significant and unavoidable traffic impacts to various roadway segment operations within the City, including the Clayton Road southbound on-ramp to SR242, which begins at the intersection of Clayton Road and Market Street, adjacent to the southwest corner of the project site; and the SR242 northbound off-ramp to Clayton Road, approaching the same intersection (City of Concord, 2012b). Accordingly, a Statement of Overriding Considerations was prepared and approved by the City Council. However, under full build out of the General Plan and Downtown Specific Plan, these ramps would operate under acceptable conditions (at or above the City's benchmark LOS E). Furthermore, the impact was already assessed as significant in the 2012 Supplement and the 2014 Addendum to the 2012 Supplement that assessed the Downtown Specific Plan, and in the Statement of Overriding Considerations approved by the City Council. Accordingly, implementation of the Proposed Project would not result in new significant impacts related to LOS not previously assessed in the City's 2012 Supplement or the 2014 Addendum to the Supplement.

The Proposed Project would change zoning of the project site from Regional Commercial (RC) to Downtown Mixed Use (DMX). This alteration would cause at least a doubling of the Floor Area Ratio (FAR) compared to the existing zoning from 0.5 to 1.0-6.0. According to the City of Concord 2030 General Plan, RC zoning is intended to provide for regional shopping centers, home improvement sales and service, auto sales and services, travel-related services such as hotels, gas stations, and restaurants, and similar; whereas DMX zoning is intended to provide for high density and mixed residential, commercial and office development in Central Concord, including hotel uses (City of Concord, 2012). With an increased FAR, a higher square footage of developed building space can be permitted per acre, and this has potential to increase impact on local roadways.

Due to the change in FAR associated with rezoning, a traffic study was performed to determine impacts of the Proposed Project to local roadways. The traffic analysis utilized a daily trip generation rate based on the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition, for a business hotel (5.08 trips per unit). The analysis determined that approximately 440 daily vehicle trips could be generated by the Proposed Project if the hotel were operating at 100% capacity (86 rooms occupied), with a peak of 48 trips in the morning hour and 39 trips in the evening hour (Fehr and Peers, 2020). The City of Concord VMT evaluation tool was used to assess vehicle miles traveled (VMT) generated by hotel guests of the Proposed Project, as well as work-based VMT generated by employees of the Proposed Project (approximately 25 to 30 employees) (Fehr and Peers, 2020). Screening criteria of 85 percent of existing VMT was used to determine significance of hotel guest-generated and employee-generated VMT, following the City of Concord VMT screening criteria for residential and office land uses (Fehr and Peers, 2020).

The regional average residential VMT is approximately 13.63 per capita, while guests of the Proposed Project would generate approximately 11.87 VMT. This is greater than 85 percent of the regional average by approximately 2.5 percent (Fehr and Peers, 2020). The regional average VMT generated by employees is 15.8 per capita, while the Proposed Project would generate approximately 12.07 VMT per employee. This is less than 85% of the regional average (Fehr and Peers, 2020). Thus, employee-generated trips would be less than significant

compared to the VMT screening criteria, while guest-generated trips would be potentially significant. However, impacts would be reduced and eliminated as development occurs in Downtown Concord; it is expected that by 2027, guest-generated VMT would be less than 85 percent of the regional average (Fehr and Peers, 2020).

To reduce impacts of hotel guest-related VMT in the near-term, **Mitigation Measure TR-1** would be implemented. This would require that the Proposed Project provide free shuttle service to and from nearby Buchanan Field Airport; provide taxi vouchers; or fully subsidize rideshare services for all guests, reducing or eliminating need for private vehicles during guests' stay. The hotel would also be required to provide marketing and information to guests and potential guests so they are aware of and can utilize these options. **Mitigation Measure TR-1** would reduce mobile source emissions generated by between 3 and 20 percent (Fehr and Peers, 2020). This would also reduce traffic-related impacts due to the change in FAR of the project site, and ensure the Proposed Project is compatible with the expected land uses and projected growth of Downtown Concord in its 2030 General Plan, corresponding EIR, and Downtown Concord Specific Plan. Further, the traffic impact analysis and implementation of mitigation would ensure compliance with the 2019 CMP and Plan Bay Area 2040, and would ensure the Proposed Project is not inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(3).

In addition, the City of Concord Municipal Code Section 18.160.040 requires that one parking space be provided for every guest room of a hotel, and additional parking be required for ancillary uses (City of Concord, 2020a). Seventy-six parking spaces and 86 guest rooms would be constructed on-site as part of the Proposed Project. Therefore, the Proposed Project would result in a deficit of 10 parking spaces (approximately 12 percent) compared to Concord Municipal Code requirements.

Mitigation Measure TR-1, as described above, would provide for alternative transit or ride share services for guests, reducing need for on-site parking through 2027. Beyond 2027, development in Downtown Concord in line with the 2030 General Plan and Downtown Concord Specific Plan will increase opportunities for walking and alternative transit to amenities and destinations in the vicinity of the hotel. Further, Plan Bay Area 2040 projects that the number of vehicles per household will decrease slightly by 2040, and the number of households without vehicles will increase by approximately ten percent compared to 2015 (MTC & ABAG, 2017). A combination of amenities within walking distance of the hotel, increased availability of alternative transit, and an expected reduction in vehicle ownership will reduce the need for overnight guest parking space for each hotel room.

Implementing **Mitigation Measure TR-1** would ensure that the Proposed Project is compatible with the 2030 Concord General Plan and Downtown Specific Plan expected land use development, FAR and associated traffic generation of the project site, and that the Proposed Project does not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Further, implementation of this mitigation measure would ensure that the Proposed Project would not conflict with CEQA Guidelines section 15064.3, subdivision (b)(3). **Less than Significant with Mitigation**.

QUESTION C

The Proposed Project will comply with all design standards discussed in Development Code 18.150.170 to ensure that there are no increases in hazards due to design features (City of Concord, 2020a). A covered viaduct currently runs through the project site. The existing covering of the viaduct has the capacity to support passenger vehicle parking; however, the area should not be used for large vehicles (busses, delivery vehicles, etc.) (PASE, 2020). **Mitigation Measure TR-2** will reduce parking hazards associated with the covered viaduct by erecting barriers and signage to ensure the area is clearly designated for passenger vehicles only. With implementation of this mitigation measure, all potential hazards due to design features of the Proposed Project will be reduced to a less-than-significant level. **Less than Significant with Mitigation**.

QUESTION D

The Proposed Project is not expected to impair implementation of or physically interfere with emergency access. The Proposed Project would be developed on existing developed lands and would not result in the blockage of access routes or evacuation routes adopted within an emergency response plan or emergency evaluation plan. The Proposed Project may require occasional use of local emergency services through emergency access points. **Less Than Significant**.

3.17.4 MITIGATION MEASURES

TR-1 Free shuttle, taxi vouchers, or fully subsidized rideshare service shall be provided to all guests between the hotel and the Concord BART station for a period of five years from hotel occupancy. Accompanying marketing campaigns and hotel visitor information will be implemented and provided to make guests and potential future guests aware of these options.

TR-2 Signage will be erected on and surrounding the covered viaduct to display its designation as passenger vehicle parking only. Barriers, such as an entry card gate, will be erected to limit access of larger vehicles (i.e., busses, delivery vehicles) from entering the area.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.18 TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

3.18.1 REGULATORY SETTING

ASSEMBLY BILL 52

AB 52 mandates early tribal consultation prior to and during CEQA review for those tribes which have formally requested, in writing, notification on projects subject to AB 52, i.e. projects which have published Notices of Preparation (NOPs) for EIRs or Notices of Intent to adopt Negative Declarations or Mitigated Negative Declarations (MNDs) since July 1, 2015 (PRC section 21080.3.1). The bill establishes a new category of tribal cultural resources (TCRs) for which only tribes are expert; these resources may not necessarily be visible or archaeological, but could be religious or spiritual in nature. Significant impacts to a TCR are considered significant effects on the environment (PRC section 21084.2).

SENATE BILL 18

Senate Bill 18 requires cities and counties to notify and consult with Native American Tribes in California about proposed local land use planning decisions for the purpose of protecting tribal cultural resources. SB 18 requires cities and counties to send any proposals for revisions or amendments to general plans and specific plans to those Native American Tribes within California that are on the Native American Heritage Commission (NAHC) contact list and have traditional lands located within city or county jurisdiction. Cities and counties must also conduct

consultations with these tribes prior to adopting or amending their general plans or specific plans.

3.18.2 IMPACT DISCUSSION

QUESTIONS A AND B

On August 19, 2020 the City sent mailings describing the Proposed Project with a notice of the upcoming Initial Study and a request to consult under both Assembly Bill 52 and Senate Bill 18 to:

- Valentin Lopez, Amah Mutsun Tribal Band
- Andrew Galvan, The Ohlone Indian Tribe
- Dr. Crystal Martinez, Ione Band of Miwok Indians
- Indian Canyon MUtsun Band of Costanoan
- Raymond Hitchcock, Wilton Rancheria
- Ramona Gaibay, Trina Marine Ruano Family,
- Irenne Zwierlein, Amah Mutsun Tribal Band of Mission San Juan Bautista
- Katherine Erolinda Perez, North Valley Yokuts Tribe
- Charlene Nijmeh, Muwekma Ohlone Indian Tribe of SF Bay Area
- Corrina Gould, The Confederated Villages of Lisjan
- Merlene Sanchez, Guidiville Indian Rancheria

No reply to the City's offer to request to consult had been received as of this writing.

Separately, a request was sent to the Native American Heritage Commission (NAHC) on July 6, 2020. A reply was received on July 7, 2020. Therein, the NAHC indicated that the search of the Sacred Lands File was negative, however the NAHC included a caveat that the absence of specific site information does not indicate the absence of cultural resources in the project area. The NAHC also included a list of 11 individuals who might have knowledge of cultural resources in the project area. AES sent letters to each individual by certified mail on July 7, 2020 and followed up with telephone calls on July 22, 2020 with the following results:

- Mariah Mayberry of Wilton Rancheria emailed a reply stating that Wilton Rancheria has no concerns regarding the project.
- Timothy Perez, MLD Contact for the North Valley Yokuts Tribe, stated that there were concerns due to the presence of a water source and the density of Native American populations in the region.
- Ann Marie Sayers, Chairperson of the Indian Canyon Mutsun Band of Costanoan asked to be notified when the survey was going to happen; on August 26, 2020, AES called to inform her that there would be no archaeological survey.
- Irenne Zwierlein, Chairperson of the Amah Mutsun Tribal Band of Mission San Juan Bautista recommended sensitivity training for any construction contractor crews.

No responses were received from the Muwekma Ohlone, Guidiville Rancheria, or the Confederated Villages of Lisjan.

It is anticipated that the City will complete AB 52 and SB 18 consultation with participating tribes, and that the consultation process and results, added to the implementation of **Mitigation Measures CR-1** and **CR-2** in **Section 3.5.3** of this document, would reduce impacts to any TCRs to **Less than Significant with Mitigation**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.19 UTILITIES AND SERVICE SYSTEMS

Would the project:

a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c)	Result in a determination by the waste water 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?	☐	☐	☒	☐
d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

3.19.1 ENVIRONMENTAL SETTING

Contra Costa Water District (CCWD) acts as the city's water supplier, providing water supplies to the City municipal system from the Sacramento/ San Joaquin Delta. CCWD serves treated and raw water to central and eastern parts of the county. The City is responsible for most of the wastewater collection system while the wastewater treatment service is provided by the CCCSD.

CCCSD permits, inspects and treats wastewater discharged by the business and residences of Concord. Wastewater within CCCSD is primarily conveyed to the Central Contra Costa Sanitary District Treatment Plant (CCCSDTP) through pipes by the force of gravity (Central Contra Costa Sanitary District, n.d). Located in Martinez, the plant has a treatment capacity of 54 million gallons per day (mgd), 240 mgd of wet weather flow (CCCSD, 2020), and treats an average of 35 million gallons of wastewater a day (CCCSD, 2019). The facility is staffed 24

hours a day, 365 days a year. Wastewater moves through the District's 1,500 miles of sewer lines, finally arriving at the plant's headworks to begin treatment. Most of the wastewater is treated to a secondary level, disinfected by ultraviolet light, and then discharged into Suisun Bay. Approximately 600 million gallons per year are treated to a tertiary level through additional filtration and disinfection before being distributed as recycled water for landscape irrigation, industrial processes, and plant operations (CCCSD, 2020). CCCSD distributes approximately 196 million gallons of recycled water each year through its Recycle Water Program and its Residential Recycled Water Fill Station provides customers with recycled water at no additional charge (CCCSD, 2019).

Mt. Diablo Resource Recovery handles the residential and commercial waste stream in the City of Concord, collecting both solid waste and recycled materials. Mt. Diablo Resource Recovery transports waste to the Contra Costa Waste Service Recycling Center and Transfer Station. Recycled material are then transported to the Mt. Diablo Recycling Center and solid waste goes to the local landfill, Keller Canyon Landfill (Mt. Diablo Resource Recovery, 2020). The Keller Canyon Landfill has a permitted capacity of approximately 75 million cy and a permitted daily intake limit of 3,500 tons. As of 2019, the landfill had approximately 50 million cy of capacity remaining and an average intake of 2,900 tons per day (CalRecycle, 2019). With the 2019 intake rates, the estimated closure year is approximately 2046.

Pacific Gas & Electric Company (PG&E) is the gas and electric provider for the project site. PG&E serves most of Contra Costa County.

3.19.2 IMPACT DISCUSSION

QUESTION A

As discussed in **Section 2.1.6**, the project site is adjacent to existing utilities that would provide electricity and gas to the project site. PG&E would be the service provider to the site and the project developer would pay applicable fees for being connected to existing electricity and gas infrastructure. The project developer would select a telecommunication provider and pay appropriate fees for telecommunication services for the project site. Therefore, very minimal new electricity and gas infrastructure development would be required and little to no new infrastructure for telecommunication services. For stormwater, the Proposed Project will be 100% low-impact development (LID). The entire project site will drain to LID treatment facilities, and then flow into the public storm drain system that is onsite. More information on this system can be found in **Section 2.2.2**. Because of this system, the Proposed Project would not result in the need for new or the expansion of existing stormwater facilities offsite. **Less Than Significant**.

For the wastewater and water discussion, please see below.

QUESTION A AND C

The Proposed Project would not result in the need for new wastewater treatment facilities or expansion of existing facilities besides a minor connection to the existing sewer system. Currently, CCCSD treats an average of 35 million gpd of wastewater yet has a treatment

capacity of 54 million mgd and a 240 mgd of wet weather flow (CCCSD, 2020). This means CCCSD has capacity to treat an additional 19 million mgd on average. Consequently, the existing wastewater treatment facility has adequate capacity to serve the Proposed Project's projected demand, existing obligations, and future development in the area. **Less Than Significant**.

QUESTION A AND B

Water will be provided to the Proposed Project by the CCWD who obtains its water supply from the Sacramento-San Joaquin Delta (CCWD, 2016). With new development in the City, water demand is expected to increase by 6,900 acre-feet per year (AFY) to 25,690 AFY by 2030 (City of Concord, 2006). The City is on target for meeting these future water demands, while accounting for future growth such as the Proposed Project. Accordingly, no new facilities or new or expanded entitlements would be needed to meet the water demands of the Proposed Project. For additional information on water supply, see **Section 3.19.1**. **Less Than Significant**.

QUESTION D AND E

The Proposed Project will comply with all federal, state, and local statutes and regulations related to solid waste. The project site is within the service area of the Mt. Diablo Resource Recovery and all solid waste is taken to the Keller Canyon Landfill. The landfill is expected to have available capacity through the year 2046 at the 2019 average daily rate. Utilizing the most conservative daily solid waste generation rate published by CalRecycle (CalRecycle, 2020), each guest room is anticipated to generate approximately 4 pounds of solid waste per room per day. With an 86-room hotel proposed, this would result in a maximum (full occupancy of all romms) total daily solid waste generation rate of approximately 344 pounds per day for the Proposed Project. With a remaining permitted capacity of approximately 50 million cy and an average intake of 2,900 tons per day, the generation of 344 pounds of solid waste per day would equal an approximate 0.006 percent increase in the solid waste intake. Therefore, the Keller Canyon Landfill has more than adequate space to accept the solid waste that would be generated as a result of the Proposed Project. **Less Than Significant**.

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.20 WILDFIRE

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

a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

3.20.1 ENVIRONMENTAL SETTING

The project site is located within the Contra Costa County Local Responsibility Area (LRA). Within that LRA, the project site is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) (CAL FIRE, 2009). The project site and surrounding areas are relatively flat and mainly consist of urban sprawl including high-rise buildings, residential neighborhoods, and highways. An intermittently running viaduct traverses underneath the western portion of the project site.

3.20.2 REGULATORY SETTING

The County of Contra Costa has adopted an Emergency Operations Plan, a Community Wildfire Protection Plan, and a Local Hazard Mitigation Plan (Contra Costa County, 2015, Diablo Fire Safe Council, 2019, and Contra Costa County, 2018). These plans include designation of emergency personnel, emergency preparation measures, emergency preventative measures, and comprehensive guidelines for emergency situations.

3.20.3 IMPACT DISCUSSION

QUESTION A

The County adopted an Emergency Operations Plan (EOP) in June 2015 and a Local Hazard Mitigation Plan in January 2018 (Contra Costa County, 2015 and Contra Costa County, 2018). The Proposed Project would not impair the implementation of these plans and would be developed consistent with any applicable policies contained therein; therefore, less than significant impacts would occur. **Less Than Significant**.

QUESTION B

The project site is located within Contra Costa County which has areas prone to wildfire hazards; however, the Proposed Project is not located within a VHFHSZ. Furthermore, the County has a Hazard Mitigation Plan to reduce wildfire hazards and an Emergency Operations Plan to help aid occupants in the case of a wildfire. Additionally, the close proximately of major thoroughfares (e.g., SR-242 and I-680) from the project site makes for an easier and more direct evacuation. Construction workers would also be required to abide by local regulations to minimize potential fire hazards. While the Proposed Project would increase risk of fire due to construction activities, by abiding by construction best practices and local regulations, the Proposed Project would have a **less-than-significant impact** on exposing workers and local residents to significant pollutant concentrations due to wildfire. **Less Than Significant**.

QUESTION C

The Proposed Project's components are all located within the Proposed Project site and impacts related to the development of the proposed project are analyzed throughout this document. Furthermore, the Proposed Project would adhere to all County's adopted fire codes that pertain to the Proposed Project. While the Proposed Project would necessitate the implementation of associated infrastructure, the project site is located in a highly developed urban area and would connect to existing electrical lines and gas mains. Since the Proposed Project would connect to existing infrastructure and would adhere to the County's fire codes, the Proposed Project would have a less than significant impact. **Less Than Significant**.

QUESTION D

The construction of the Proposed Project would include grading approximately 90 percent of the project site. The project site and surrounding areas are primarily flat and developed with very little slope. Additionally, newly implemented landscaping and bioretention areas will reduce erosion risk on the project site. Furthermore, the Proposed Project would result in minimal substantial permanent changes to the surface of the project site and would therefore not have a negative impact on runoff or drainage. Therefore, people and infrastructure would have a **less than significant** risk of impact due to changes in runoff, post-fire slope instability, or drainage changes resulting from the Proposed Project. **Less Than Significant.**

	Potentially Significant Impact	Less-Than-Significant with Mitigation Incorporation	Less-Than-Significant Impact	No Impact

3.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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?	☐	☒	☐	☐
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)	☐	☒	☐	☐
c)	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

3.21.1 IMPACT DISCUSSION

QUESTION A

As discussed in the preceding sections, the Proposed Project has a potential to create short term impacts which could degrade the quality of the environment by adversely impacting air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, transportation and circulation, and tribal cultural resources. Please note that although impacts regarding air quality are less than significant, the BAAQMD recommends provisions to reduce emissions from PM10. For the other resources, with implementation of the identified mitigation measures, potential impacts would be reduced to a less-than-significant level. **Less than Significant with Mitigation.**

MITIGATION MEASURES

AQ-1 The following BMPs will be implemented during construction.

a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

d. All vehicle speeds on unpaved roads shall be limited to 15 mph.

e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator.

h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District‘s phone number shall also be visible to ensure compliance with applicable regulations.

Bio-1 Should ground disturbing activities occur during nesting season (February 15 to September 15), a preconstruction nesting bird survey shall be conducted no more than 7 days prior to the start of ground disturbing activities. Areas within 500 feet of construction shall be surveyed for active nests. Should an active nest be identified, a “disturbance-free” buffer will be established based on the needs of the species identified and will be maintained until it can be verified that the nestlings have fledged. After fledging, work may proceed as normal. Should active nests be observed within 500 feet of construction, an avoidance buffer shall be implemented based on the needs of the species and as determined by a qualified biologist

CR-1 a) The Project Applicant shall retain a qualified professional archaeologist and representative of the Native American community to provide a Worker Environmental Awareness briefing to construction workers regarding the potential for cultural resources prior to the onset of ground-disturbing activities, including removal of asphalt paving.

b) The Project Applicant shall retain a qualified professional archaeologist and a Native American monitor to observe all site grading at and below site surface until or unless excavations exceed the depth of Holocene soils.

c) All construction within 50 feet shall halt if archaeological resources are uncovered during construction. Such materials may include, but not be limited to: unusual amounts of shell, stone, animal bone, bottle glass, ceramics, structure/building remains, etc. The

on-site archaeologist, in consultation with the Native American monitor, shall identify the materials, determine their possible significance, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to avoidance of the resource through changes in construction methods or project design, recordation, or implementation of a program of testing and data recovery, in accordance with all applicable federal and state requirements. Treatment shall be implemented by the Project Applicant and/or their contractors prior to resuming construction within the vicinity of the find.

CR-2 All construction within 50 feet shall halt if human remains are uncovered during construction. California law recognizes the need to protect interred human remains, particularly Native American burials and items of cultural patrimony, from vandalism and inadvertent destruction. The procedures for the treatment of discovered human remains are contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097. The County Coroner and City shall be notified immediately; the coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The Project Applicant, City, or their appointed representative and the professional archaeologist shall contact the Most Likely Descendent (MLD), as determined by the NAHC, regarding the remains. The MLD, in cooperation with the Project Applicant and the City shall determine the ultimate disposition of the remains. Treatment shall be implemented by the Project Applicant and/or their contractor prior to resuming construction within the vicinity of the find.

GEO-1 To mitigate impacts resulting from expansive soil, one or a combination of the following measures shall be required, based on the recommendation of the geotechnical report:

a. Removal and replacement with non-expansive soils.

b. Lime treatment of soils.

c. Design of pavement sections to withstand potential swelling pressures.

d. Contractors shall water the soils in order to minimize the potential for adverse impacts from soil expansion and contraction.

HYD-1 The Applicant shall ensure that the following BMPs are included in the SWPPP prepared in accordance with the Municipal Regional Stormwater Permit.

a. Temporary erosion control measures (such as straw bales, wattles, fiber rolls, gravel bags, equivalent devices) shall be employed around the perimeter of the project site to prevent debris from being transported to a drainage system via runoff.

b. The use of hazardous materials during construction shall be minimized to the extent practical, and the amount of hazardous materials stored on the project site shall be limited to what is needed to immediately support construction activities.

c. Well-maintained equipment shall be used to perform the construction work, and, except in the case of a failure or breakdown, equipment maintenance shall be performed offsite. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material cleaned up, and the cleaning materials shall be collected and properly disposed of.

d. Inactive material stock piles must be covered and bermed at all times.

e. During the wet season, construction materials, including topsoil and chemicals shall be stored, covered, and isolated to prevent runoff losses and contamination of surface and groundwater.

f. In the case of a rain event, active debris boxes shall be covered during rain events to prevent contact with rainwater.

g. Construction waste shall be collected and transported to an authorized upland disposal area, per federal, state, and local laws and regulations.

h. All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the site once the Proposed Project is completed and transported to an authorized disposal area, in compliance with applicable federal, state, and local laws and regulations.

i. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures.

j. A spill prevention and countermeasure plan shall be developed, which identifies proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite.

k. Petroleum products shall be stored, handled, used, and disposed of properly in accordance with provisions of the CWA (33 USC § 1251 to 1387).

l. The Applicant shall require all workers be trained in the proper handling, use, cleanup, and disposal of all chemicals used during construction activities and provide appropriate facilities to store and isolate containments.

TR-1 Free shuttle, taxi vouchers, or fully subsidized rideshare service shall be provided to all guests between the hotel and the Concord BART station for a period of five years from hotel occupancy. Accompanying marketing campaigns and hotel visitor information will be implemented and provided to make guests and potential future guests aware of these options.

TR-2 Signage will be erected on and surrounding the covered viaduct to display its designation as passenger vehicle parking only. Barriers, such as card readers, will be erected to limit access of larger vehicles (i.e., busses, delivery vehicles) from entering the area.

QUESTION B

Potential adverse environmental impacts of the Proposed Project, in combination with the impacts of other past, present, and future projects, would not contribute to cumulatively significant effects on the environment with implementation of the above-mentioned mitigation measures. Conformance with General Plan Policies, Specific Plan Guidelines and Policies, and Conditions of Approval would ensure that potential impacts would be individually limited and not cumulatively considerable in the context of impacts associated with other pending and planned development projects. Project-related impacts would be typical of commercial/residential projects in the General Plan and Downtown Specific Plan (Specific Plan) area, and would be reduced to less-than-significant levels through conformance with General Plan Policies, Specific Plan Guidelines and Policies, and Conditions of Approval. As part of the 2006 General Plan EIR and 2012 Supplement to the General Plan EIR, cumulative impacts associated with buildout of the Specific Plan area were analyzed and a Statement of Overriding Considerations was adopted. In general, the Proposed Project is consistent with the General Plan EIR and subsequent documents, and other existing and allowable land uses in the vicinity of the project are not significantly different than what was studied in the cumulative analysis of the General Plan EIR, 2012 Supplement, and 2014 Addendum to the 2012 Supplement that assessed impacts of the Specific Plan itself.

The General Plan as a planning document consists of cumulative analyses of the approved land uses within the planning boundaries. Accordingly, nearby development would be required to be consistent with the local planning documents, including the Specific Plan or mitigation would be required to assess the impacts that were not addressed in the General Plan EIR, 2012 Supplement, or the 2014 Addendum. Therefore, the Proposed Projects consistency with the General Plan and Specific Plan, and subsequent analysis above in Section 3.1 through 3.20 indicate the implementation would not result in significant cumulative impacts that were not addressed in the General Plan EIR, 2012 Supplement, or 2014 Addendum. **Less than Significant with Mitigation**.

QUESTION C

After the implementation of design features, municipal code requirements, and standard conditions of approval, there would not be environmental effects caused by the Proposed Project that will cause a substantial adverse effect on human beings, either directly or indirectly. **Less Than Significant**.

SECTION 4.0 – PREPARERS

Analytical Environmental Services

Project Manager	Trenton Wilson
Deputy Project Manager	Bryn Kirk
Technical Staff	Jenny Bankie
	Kristen Miner
	Charlane Gross, Archaeologist
	Kt Alonzo, Project Manager
	Joshua Goodwin, Biologist
	Dana Hirschberg, Senior Graphics Specialist
	Glenn Mayfield, Graphics Specialist

SECTION 5.0 – REFERENCES CITED

ArcGIS, 2020. Williams Act Properties. Available online at: https://www.arcgis.com/apps/webappviewer/index.html?id=1f39e32b4c0644b0915354c3e59778ce. Accessed August 7, 2020.

Bay Area Air Quality Management District (BAAQMD). 2020. Top 4 Summary at 2975 Treat Blvd. Accessed August 3, 2020. Available at: https://www.arb.ca.gov/adam/topfour/topfourdisplay.php.

Bay Area Air Quality Management District (BAAQMD). 2017. California Air Quality Act Air Quality Guidelines. Published May 2017. Accessed August 3, 2020. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

Bay Area Air Quality Management District (BAAQMD). Spare the Air Cool the Climate: Final 2017 Clean Air Plan. Published April 19, 2017. Accessed August 4, 2020. Available at: https://www.baaqmd.gov/~/media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-proposed-final-cap-vol-1-pdf.pdf?la=en

BREEZE Software, 2017. CalEEMod 2016.3.2. Prepared by BREEZE Software, a division of Trinity Consultants, in collaboration with South Coast Air Quality Management District (SCAQMD) and the California Air Districts on behalf of the California Air Pollution Control Officers Association (CAPCOA). November 2017. Available online at: http://www.aqmd.gov/caleemod/download-model.

Bureau of Land Management, 2020. Earthquake Zones of Required Investigation. Available online at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Access August 7, 2020.

Bustillos, Chief Mark. 2020. Policies, Procedures & Budget. July 15, 2020. Available online at: https://www.cityofconcord.org/DocumentCenter/View/4781/Chiefs-Presentation-to-Council-7152020_final?bidId=. Accessed August 4, 2020.

California Air Pollution Control Officers Association (CAPCOA), 2008. CEQA & Climate Change. Available online at: http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf. Accessed August 2020.

California Air Resources Board (CARB), 2017. California's 2017 Climate Change Scoping Plan. November 2017. Available online at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf. Accessed August 2020.

California Department of Conservation, 2015. Fault Activity Map of California. Available online at: https://maps.conservation.ca.gov/cgs/fam/. Accessed August 7, 2020.

California Department of Conservation, 2016a. California Important Farmland Finder. Available online at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed August 7, 2020.

California Department of Conservation, 2016b. DOC Maps: Geologic Hazards. Available online at: https://maps.conservation.ca.gov/geologichazards/#dataviewer. Accessed August 7, 2020.

California Department of fish and Wildlife (CDFW), 2020. California Natural Diversity Database. Available at: https://apps.wildlife.ca.gov/myaccount/login?ReturnUrl=%2frarefind%2fview%2fRareFind.aspx. Accessed August 7, 2020.

California Department of Forestry and Fire Protection (CAL FIRE), 2009. Contra Costa County VHFHSZ Map. Available online at: https://www.cityofmartinez.org/civicax/filebank/blobdload.aspx?BlobID=17348. Accessed August 3, 2020.

California Department of Water Resources (DWR), 2020. Groundwater Level Report. Available online at: https://wdl.water.ca.gov/GroundwaterBrowseData.aspx?LocalWellNumber=&StationId=27022&StateWellNumber=&SelectedCounties=7&SiteCode=&SelectedGWBasins=Ygnacio+Valley+(2-006). Accessed August 6, 2020.

California Energy Commission. 2018. Building Energy Efficiency Standards for Residential and Nonresidential Buildings. December 2018. Accessed July 30, 2020. Available at: https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf. Accessed August 2020.

California Geological Survey (CGS), 2002. California Geomorphic Provinces. Available online at: https://www.contracosta.ca.gov/DocumentCenter/View/34134/CGS-2002-California-Geomorphic-ProvincesNote-36-PDF#:~:text=California's%20geomorphic%20provinces%20are%20naturally,a%20distinct%20landscape%20or%20landform.&text=Each%20region%20displays%20unique%2C%20defining,geomorphic%20provinces%20are%20remarkably%20diverse.. Accessed August 7, 2020.

California State Geoportal, 2020. California Fire Hazard Severity Zone Viewer. January 13, 2020. Available online at: https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414. Accessed August 4, 2020.

CalRecycle. 2019. *Application for Solid Waste Facility Permit and Waste Discharge Requirements.* Accessible online at: https://www2.calrecycle.ca.gov/swfacilities/Directory/07-AA-0032/. Accessed August 5, 2020.

CalRecycle, 2020. Estimated Solid Waste Generation Rates. Available online at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates. Accessed August 5, 2020.

CalTrans. 2013. Technical Noise Supplement to the Traffic Noise Analysis Protocol. September 2013. Accessed July 30, 2020. [rec'd from Kristen]

Central Costa County Sanitary District (CCCSD), 2018. Treatment Plant. Available online at: https://www.centralsan.org/treatment-plant. Accessed July 7, 2020.

CCCSD, 2019. *Fiscal Year 2018-19, Optimizations Program Annual Report*. Available online at: https://www.centralsan.org/sites/main/files/file-attachments/fy_18-19_optimizations_program_annual_report.pdf?1579630234. Accessed August 5, 2020.

CCCSD, 2020. Treatment Plant. Available online at: https://www.centralsan.org/treatment-plant. Accessed August 5, 2020.

CCCSD, n.d. Following the Flow—CCCSD's Wastewater Treatment Process. Available online at: https://www.centralsan.org/sites/main/files/file-attachments/follow_the_flow.pdf?1511469170. Accessed August 5, 2020.

City of Concord, 2006. Environmental Impact Report for Concord 2030 General Plan. Available online at: https://www.cityofconcord.org/DocumentCenter/View/1035/Draft-EIR_-Part-1-PDF. Accessed August 6, 2020.

City of Concord, 2012. Concord 2030 General Plan: Volume I. Available online at: https://www.cityofconcord.org/DocumentCenter/View/1086/Volume-I-Plan-Policies-PDF. Accessed July 24, 2020.

City of Concord, 2012. Draft Supplemental Environmental Impact Report to the 2030 Concord General Plan EIR for the Concord Development Code Project. Prepared by Michael Brandman Associates on behalf of the City of Concord. April 11, 2012. Available online at: https://www.cityofconcord.org/DocumentCenter/View/3454/Final-Supplmental-EIR-to-the-2030-Concord-GP. Accessed August 2020.

City of Concord, 2013. Citywide Climate Action Plan. Adopted July 23, 2013. Accessed August 2020. Available at: https://www.cityofconcord.org/DocumentCenter/View/487/Citywide-Climate-Action-Plan-PDF. Accessed August 2020.

City of Concord, 2014. City of Concord Housing Element Update – Final 2014-2022. Bae Urban Economics. Available online at: http://www.cityofconcord.org/DocumentCenter/View/1170/Housing-Element-Update---Final-11-07-2014-PDF?bidId=. Accessed July 31, 2020.

City of Concord, 2019. 2019 Rental Housing Data Book. Available online at: https://www.cityofconcord.org/DocumentCenter/View/2129/housing_data_book_2019. Accessed August 27, 2020.

City of Concord, 2020. 2030 General Plan. Available online at: https://www.cityofconcord.org/463/2030-General-Plan. Accessed August 5, 2020.

City of Concord, 2020a. City of Concord Development Code. Title 18 Development Code. Available online at:

https://www.codepublishing.com/CA/Concord/#!/Concord18/Concord18100.html#18.100. Accessed August 4, 2020.

City of Concord, 2020b. Concord Park Locations. Available online at: https://www.cityofconcord.org/DocumentCenter/View/1142/Concord-Parks-Map-PDF?bidId=. Accessed July 31, 2020.

City of Concord, 2020c. City of Concord Municipal Code. Title 18 Development Code. Current Code passed June 9, 2020. Accessed August 2020. Available online at: http://www.codepublishing.com/ca/concord/. Accessed August 2020.

City of San Diego, 2013. Draft Significance Thresholds for Greenhouse Gas Emissions: California Environmental Quality Act. March 2013. Available online at: https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/cap/pdf/ghg_significance_thresholds_032213.pdf. Accessed August 2020.

Contra Costa County, 1987. Airport Ordinance 87-8. Accessed August 2020. Available at: https://www.contracosta.ca.gov/3976/County-Airport-Ordinances. Accessed August 2020.

Contra Costa County, 1988. Airport Ordinance 88-82. Accessed August 2020. Available at: https://www.contracosta.ca.gov/3976/County-Airport-Ordinances. Accessed August 2020.

Contra Costa County, 2000. Contra Costa County Airport Land Use Compatibility Plan. December 2000. Accessed July 30, 2020. Available at: https://www.contracosta.ca.gov/DocumentCenter/View/856/Buchanan-Field-Airport-Policies. Accessed August 2020.

Contra Costa County, 2015. Emergency Operations Plan. Available online at: https://www.contracosta.ca.gov/DocumentCenter/View/37349/Contra-Costa-Emergency-Operations-Plan-2015?bidId=. Accessed August 3, 2020.

Contra Costa County, 2018. Hazard Mitigation Plan. Available online at: https://www.cityofconcord.org/DocumentCenter/View/3165/Local-Hazard-Mitigation-Plan_Vol-1?bidId=. Accessed August 3, 2020.

Contra Costa County, 2019a. Buchanan Field Total Annual Aircraft Operations, 1977-2018. Accessed August 2020. Available at: https://www.contracosta.ca.gov/DocumentCenter/View/46649/CCR-Annual-Operations-1977-2018?bidId=. Accessed August 2020.

Contra Costa County, 2019b. Noise Management Program: Buchanan Field Airport (CCR). Accessed August 2020. Available at: https://www.contracosta.ca.gov/DocumentCenter/View/45928/Noise-Management-Program-Brochure-2019-PDF?bidId=. Accessed August 2020.

Contra Costa County Airport Land Use Commission (ALUC), 2000. Contra Costa County Airport Land Use Compatibility Plan. Available online at: https://contracosta.ca.gov/DocumentCenter/View/851/Cover-Introduction-and-County-wide-Policies?bidId=. Accessed July 7, 2020.

Contra Costa County Fire Protection District. 2018. *Contra Costa County Fire Protection District*, *2018 Annual Report*. 2018. Available online at: https://www.cccfpd.org/annual-report-archives. Accessed August 4, 2020.

Contra Costa County Water District (CCWD), 2016. Urban Water Management Plan for the Contra Costa Water District. Available online at: http://www.ccwater.com/DocumentCenter/Home/View/2216. Accessed August 5, 2020.

Contra Costa Transportation Authority (CCTA), 2019. 2019 Update of the Contra Costa Congestion Management Program. Adopted December 18, 2019. Accessed August 2020. Available at: https://www.ccta.net/wp-content/uploads/2020/01/CMP19_MainDoc_Appendices_Final.pdf. Accessed August 2020.

County of San Diego (San Diego) Development Services Department, 2013. *Draft Significance Thresholds for Greenhouse Gas Emissions.* August 2013. Available online at: https://www.sandiego.gov/sites/default/files/legacy/planning/genplan/cap/pdf/ghg_significance_thresholds_032213.pdf. Accessed August 2020.

Diablo Fire Safe Council, 2019. Community Wildfire Protection Plan (Update). Available online at: http://www.diablofiresafe.org/pdf/2019-Draft_Contra_Costa_County_CWPP_Update.pdf. Accessed August 3, 2020.

Department of Toxic Substances Control (DTSC), 2020. EnviroStor. Available online at: https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=1880+Market+Street%2C+Concord%2C+CA. Accessed August 3, 2020.

Education Data Partnership, 2020. Mt. Diablo Unified. Available online at: http://www.ed-data.org/district/Contra-Costa/Mt.-Diablo-Unified. Accessed August 4, 2020.

Federal Emergency Management Agency (FEMA), 2009. City of Concord flood map 06013C0281F, effective on 06/16/2009. Accessed on August 4, 2020.

Fehr and Peers. 2020. Final Memorandum: Hampton Inn Vehicle Miles of Travel Assessment. Prepared by Fehr and Peers for the City of Concord. August 13, 2020.

GeoTracker, 2020. Sites and Facilities in Concord, CA. Available online at: https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=1880+Market+Street%2C+Concord%2C+CA. Accessed August 3, 2020.

Intergovernmental Panel on Climate Change (IPCC), 2014. *Fifth Assessment Report: Climate Change 2014: Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change* Eds: Edenhofer, O., R. Pichs-Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Available online at: https://www.ipcc.ch/report/ar5/syr/. Accessed August 2020.

IPCC, 2013. *Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.* Eds: T.F. Stocker, D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Available online at: https://www.ipcc.ch/report/ar5/wg1/. Accessed August 2020.

Kittelson and Associates, Inc., 2020. Hampton Inn Planning Review, Final Traffic Impact Analysis Memorandum. Prepared by Kittelson and Associates, Inc. for the City of Concord. June 26, 2020.

Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2017. Plan Bay Area 2040. Adopted July 26, 2017. Available online at: http://files.mtc.ca.gov/library/pub/30060.pdf. Accessed August 2020.

Milani and Associates, 2020. Site Development Plan and Demolition and Tree Removal Plan. August 2020.

Mt. Diablo Resource Recovery, 2020. Recycling and Transfer Station. Available online from: https://mdrr.com/recovery-park/. Accessed August 5, 2020.

Myhre, G., D. Shindell, F.-M. Bréon, W. Collins, J. Fuglestvedt, J. Huang, D. Koch, J.-F. Lamarque, D. Lee, B. Mendoza, T. Nakajima, A. Robock, G. Stephens, T. Takemura and H. Zhang, 2013. Anthropogenic and Natural Radiative Forcing. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S.K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA. Available online at: https://www.ipcc.ch/report/ar5/wg1/. Accessed August 2020.

National Oceanic and Atmospheric Administration (NOAA), 2020. Trends in Atmospheric Carbon Dioxide: Recent Global CO2 Trend. Accessed August 2020. Available online at: https://www.esrl.noaa.gov/gmd/ccgg/trends/gl_trend.html.

National Resource Conservation Service (NRCS), 2020. *Custom Soil Resource Report for Contra Costa County, California*. August 7, 2020. Available online at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed August 7, 2020.

Office of Planning and Research (OPR), 2008. Technical Advisory: CEQA and Climate Change, Addressing Climate Change Through CEQA, 2008. Available online at: http://opr.ca.gov/docs/june08-ceqa.pdf. Accessed August 2020.

Pacific Gas and Electric (PG&E), 2020. 2019 Annual Report to Shareholders. Accessed August 2020. Available online at: http://s1.q4cdn.com/880135780/files/doc_financials/2020/ar/PCG010_PGE_2019-Annual-Report_Web.pdf. Accessed in August 2020.

Peoples Associates Structural Engineers, 2020. New Parking Surface on the Existing Viaduct Study, Concord Hotel Project, Pine Street, Concord, CA. Published February 3, 2020. Accessed August 2020.

Public Policy Institute of California, 2018. Law Enforcement Staffing in California. October 2018. Available online at: https://www.ppic.org/publication/law-enforcement-staffing-in-california/#:~:text=California%20has%20about%20as%20many,US%202017%2C%20Police%20Employee%20Data. Accessed August 4, 2020.

RMM, 2015. California Supreme Court Issues Major CEQA Decision in Newhall Ranch Case. Available online at: http://www.rmmenvirolaw.com/2015/12/california-supreme-court-issues-major-ceqa-decision-in-newhall-ranch-case/. Accessed August 2020.

RWQCB, 2017. NPDES No. CA0037648. Available online at: https://www.waterboards.ca.gov/sanfranciscobay/board_info/agendas/2017/April/5c_final_to.pdf. Accessed August 3, 2020.

South Coast Air Quality Management District (SCAQMD), 2008. Attachment E: Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold. Authored by Smith, S. and Krause. M. October 2008. Available online at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgattachmente.pdf. Accessed August 2020.

State of California. 2019. 2019 California Green Building Standards Code, Title 24, Part 11. July 2019. Accessed July 30, 2020. Available at: https://codes.iccsafe.org/content/CAGBSC2019/. Accessed August 2020.

UC Museum of Paleontology Localities, 2020. Berkeley Mapper. Available online at: https://ucmpdb.berkeley.edu/loc.html. Accessed August 7, 2020.

United Professional Firefighters of Contra Costa County. 2020. Fire Stations Bios. Available online at: https://contracostafirefighters.org/about/fire-station-bios. Accessed August 4, 2020.

United States Geological Survey, 2020. What is liquefaction? Available online at: https://www.usgs.gov/faqs/what-liquefaction?qt-news_science_products=0#qt-news_science_products. Accessed August 7, 2020.

University of California at Davis (UC Davis) California Lighting Technology Center (CLTC). 2019. What's New in the 2019 Code? Nonresidential Lighting. Published January 29, 2019. Accessed July 30, 2020. Available at: https://cltc.ucdavis.edu/sites/default/files/files/publication/Whats-New-2019-T24-Non-Residential-Final.pdf. Accessed August 2020.

U.S. Bureau of Labor Statistics, 2020. BLS Data Viewer. Available online at: https://beta.bls.gov/dataViewer/view. Accessed August 27, 2020.

U.S. Census, 2010a. Quick Facts: Population and Housing. Available online at: https://www.census.gov/quickfacts/fact/table/concordcitycalifornia/HSG010219. Accessed July 31, 2020.

U.S. Census, 2010b. Quick Facts: Population and Housing. Available online at: https://www.census.gov/quickfacts/contracostacountycalifornia. Accessed July 31, 2020.

U.S. Environmental Protection Agency (EPA). 2018. Draft Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018. Available at https://www.epa.gov/ghgemissions/draft-inventory-us-greenhouse-gas-emissions-and-sinks-1990-2018. Accessed August 2020.

U.S. Fish and Wildlife Service (USFWS), 2020. Information for Planning and Consultation. Available at: https://ecos.fws.gov/ipac/. Accesses August 6, 2020.

U.S. Global Change Research Program (USGCRP), 2017. *Climate Science Special Report: Fourth National Climate Assessment (NCA4), Volume I*. Available online at: https://science2017.globalchange.gov/. Accessed August 2020.

USGS, 2020. USGS Store: Map Locator. Available online at: https://store.usgs.gov/map-locator. Accessed August 4, 2020.

APPENDICES

APPENDIX A

FINAL TRAFFIC MEMORANDUM

FEHR PEERS

FINAL MEMORANDUM

Date: August 13, 2020

To: Winnie Chung, City of Concord

From: Kathrin Tellez, Fehr & Peers

Subject: Hamption Inn Vehicle Miles of Travel Assessment

WC20-3740

This memorandum presents the results of a vehicle miles of travel assessment (VMT) prepared for the proposed development of a 4-story, 86-room hotel at 1880 Market Street in Concord, California. The vehicle miles of travel assessment was prepared consistent with the recently adopted City of Concord policy on establishing vehicle miles of travel as the metric to determine significant transportation impacts under the California Environmental Quality Act (CEQA). For this assessment, several factors were considered, including the daily trip generating potential of the project, the project context, and the adopted City of Concord VMT screening criteria and significance thresholds as presented in the City Council Agenda Report dated July 14, 2020.

The following presents an overview of the project and the project context, results of a trip generation assessment, and a review of the adopted screening criteria and significance thresholds. Based on a review of the project's size, trip generating characteristics, location, and volume of traffic on the adjacent roadways, the project's impact to vehicle miles of travel could be significant in the near-term condition. Strategies were identified to reduce this potential impact to a less-than-significant level.

PROJECT DESCRIPTION AND AREA CONTEXT

The project is located at 1880 Market Street, to the northeast of the Market Street at Clayton Road intersection in the City of Concord. The site is currently undeveloped, and the project proposes to construct a 4-story 86 room hotel. The hotel is designed for business and leisure travelers and would be open 7 days a week, 24-hours per day. Site operations would be supported by 25 to 30 employees. Vehicular access to the 73-space parking lot would be provided by a right-in/right-out

driveway on Pine Street. A secondary driveway from Market Street would provide for emergency vehicle access only.

Sidewalks are provided on the block that bounds the project site. Two curb cuts are provided from Pine Street to the project site; as part of the project, these driveways would be consolidated and improved to meet current ADA standards. The site is located about 1.20 miles from the Concord BART Station – about a 25 minute walk or a 10 minute bike ride.

There are several bus stops within a ¼-mile walk of the site, including one on Clayton Road at Pine Street served by County Connection Routes 11 and 311, Clayton Road at Gateway Boulevard served by County Connection Routes 20, 91X and 320, and Willow Pass Road at Gateway Boulevard served by County Connection Routes 20 and 320. Route 11 connects the Concord BART station to the Pleasant Hill BART station, Routes 20 and 320 connects the Concord BART station to Diablo Valley College, 91X is an express bus that connects the Concord BART station to Airport Plaza and, the Veranda shopping center, and Route 311 connects the Concord BART station to the Pleasant Hill and Walnut Creek BART stations. Overall, more than 100 buses travel past the project site each day, connecting to various transit hubs and destinations in the area. A bus trip to the BART station from the site would take approximately 15-minutes, including walk time to/from the bus stops.

The project site is also located on the southwest edge of the Downtown Concord area, in close proximity to numerous office towers. It is also located approximately ½-mile from the Six Flags Hurricane Harbor water park. Other hotels/motels in the area include the Hilton Concord, located approximately ¾ mile from the project site, west of State Route 242, and Premier Inns Concord, located approximately ½-mile from the site on Concord Avenue at Market Street. The site is also in close proximity to a number of restaurants and convenience uses that would support hotel guests and employees.

Based on the most recent traffic count data published by the City of Concord, approximately 25,000 vehicles per day travel past the project site on Market Street. On Willow Pass Road, over 35,000 vehicles per day travel to the west of Market Street with between 25,000 and 35,000 to the east. Clayton Road also carries approximately 25,000 vehicles per day travel past the site. As the area surrounding the site is built-out, the project is considered to be an infill development.

PROJECT TRIP GENERATION

Trip generation refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. For this assessment, daily trip generation estimates were

prepared to help inform the vehicle miles of travel assessment, in addition to morning and evening peak hour estimates.

Trip generation rates for a variety of land uses have been documented by the Institute of Transportation Engineers, in their publication *Trip Generation*, 10th Edition. The rates for Land Use 312 (Business Hotel) were used as the description of uses surveyed in ITE most closely matches the proposed use, as the surveyed sites are geared towards business travelers but accommodating of leisure travel, providing limited facilities, including a breakfast buffet but no restaurant or bar facilities, and no meeting facilities.

Results of the trip generation assessment are presented in **Table 1**, which shows that the proposed project could generate approximately 440 vehicle trips on a daily basis, including 48 morning peak hour and 39 evening peak hour trips if all rooms where occupied. Typical daily trip generation is expected to be less as the hotel would not operate at capacity every day.

TABLE 1
TRIP GENERATION ESTIMATES

Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Business Hotel	86 Rooms	440	25	23	48	21	18	39

Notes:
1. ITE Land Use Category 312 –Business Hotel (Adj. Streets, 7:00 – 9:00 AM, 4:00 – 6:00 PM) based on suburban locations:
   Weekday Daily: T = 5.08 * Number of Occupied Rooms
   Weekday AM Peak Hour: T = 0.56 * Number of Rooms; Enter = 53%; Exit = 47%
   Weekday PM Peak Hour: T = 0.45 * Number of Rooms; Enter = 55%; Exit = 45%

Source: *Trip Generation Manual* (10th Edition), ITE; Fehr & Peers.

As more than 110 daily trips are expected to be generated a VMT screening is required.

VEHICLE MILES OF TRAVEL ASSESSMENT

In response to Senate Bill 743 (SB 743), the Office of Planning and Research (OPR) updated the California Environmental Quality Act (CEQA) guidelines to include new transportation-related evaluation metrics. Updated guidelines were finalized in January 2019 by the Natural Resources Agency, which includes a new Section 15064.3 on VMT analysis and thresholds for land use developments. A companion Technical Advisory Document on Evaluating Transportation Impacts in CEQA dated December 2018 provides guidance on when a VMT assessment should be prepared, and thresholds that should be used absent locally adopted thresholds.

The City of Concord adopted Vehicle Miles of Travel screening criteria and thresholds on July 14, 2020. Screening criteria and thresholds are specified for a variety of uses, including residential, office and industrial. However, screening criteria and thresholds have not been set for hotel uses by either OPR or the City of Concord. Therefore, a blended approach was taken to evaluate the VMT effects of the project as OPR and the City of Concord Guidelines allow for a flexible approach to estimating VMT for uses not specified in the guidelines, as long as the intent of SB 743 is met – promoting in-fill development that helps the State meet overall greenhouse gas reduction goals. The City of Concord plans to review the application of screening criteria and threshold after at least one year of application, and this flexible approach may help inform future modifications to the screening criteria and thresholds.

The project was initially screened using the retail criteria; additional screening was conducted using the residential criteria for the guest component of the project, and the office criteria for the employee component of the project. The application of each screening criteria is discussed below.

The VMT impact of retail projects could be considered significant if it results in a net-increase in vehicle miles of travel. Residential and employment land uses could result in a significant impact if VMT per capita is estimated to be more than 85 percent of the regional average. Conversely, the VMT impact of a retail project could be less-than-significant if it results in decrease in vehicle miles of travel as compared to the baseline condition, and the VMT impact of a residential or employment project could be considered less-than-significant if it results in VMT less than 85 percent of the existing regional average.

Retail Screening Criteria

To reach a conclusion of presumed less than significant under the retail screening criteria, both of the following are required to be met:

1) is the project less than 30,000 square-feet and
2) is the project locally serving?

The project square-footage is 48,100 which is greater than 30,000 square-feet. The project is expected to be locally serving as it would provide a use that is supportive of adjacent land uses and is not considered to be regional destination. Hotels that provide ancillary services, such as a restaurant, bar, spa, or conference facilities could be considered a non-local serving regional destination. Based on the characteristics and location of the proposed project, most guests would choose to stay here because of its proximity to the ultimate destination, such as adjacent office complex, or family that lives in the vicinity, and it is considered a locally serving use.

However, as the project is greater than 30,000 square-feet, it cannot be screened out of a VMT assessment using the retail criteria.

Residential Screening Criteria

To reach a conclusion of presumed less than significant under the residential screening criteria, at least one of the following are required to be met:

1) 100% affordable units – this criteria does not apply
2) < 20 units – this criteria does not apply
3) Located in Transit Priority Area ("TPA") – the project is not located in a TPA, therefore this criteria does not apply
4) Located in low residential VMT zone AND < 210 units – this criteria could apply

The project site is located directly across from a residential neighborhood that contains a mixture of housing types, including apartments and condominium. The City of Concord VMT evaluation tool was used to assess the home-based VMT per capita generated by residents in the neighborhood across the street from the project as the future hotel guests may have similar travel patterns in terms of the proximity to transit, businesses and retail establishments.

The City of Concord VMT evaluation tool is based on data from the Contra Costa Transportation Authority (CCTA) Regional Travel Behavior Model. The CCTA Travel Model assigns all predicted

trips within, across, or to or from the nine-county San Francisco Bay Area region onto the roadway network and the transit system by mode (single-driver and carpool vehicle, biking, walking, or transit) and transit carrier (bus, rail) for a particular scenario. The City of Concord is represented geographically by numerous Transportation Analysis Zones (TAZ). From this tool, the Regional Home Based VMT per Capita for residential uses was documented for the baseline year of 2020 as well as the VMT per capita for the adjacent residential uses. Data from the adjacent TAZ which is primarily residential was used to assess the residential VMT per capita.

As shown in **Table 2**, hotel guests could generate VMT at more than 85 percent of the regional average VMT in 2020, resulting in a potentially significant impact.

TABLE 2
DAILY VEHICLE MILES TRAVELED PER CAPITA – RESIDENTIAL USES 2020

Land Use	Regional Average – Home Based Trips 2020		Project Adjacent TAZ 20154
	Regional Average	Regional Average minus 15%	
Residential (VMT per Capita)[1]	13.63	11.58	**11.87**

Notes:
1. City of Concord VMT Evaluation Tool; https://devapps.fehrandpeers.com/ConcordVMTFullToolDRAFT/

Source: Fehr & Peers, 2020.

Impact Statement: VMT per Capita from the guest component of the project could result in VMT greater than 85 percent of the regional average in 2020. Based on the thresholds, this is considered significant. The impact would be eliminated as more planned development occurs in Downtown Concord, and by 2027, the VMT per capita from the guest component of the project would be less than 15 below the regional average.

Mitigation Measure: Provide a free shuttle, taxi vouchers, or fully subsidized Transportation Network Company (TNCs are ridesharing app based companies such as UBER or Lyft) rides between the hotel and the Concord BART station for a period of 5-years from occupancy. Implementation of this measure would encourage guests to use transit for some or all of their travel, reducing their overall vehicle miles of travel during their stay. A 2.5 percent reduction in overall VMT is required to reduce this impact to a less than significant level. Based on the available research documenting the effectiveness of first-mile/last-mile connections and TNC subsidies, with accompanying marketing campaigns

to ensure knowledge of the program, this measure is expected to reduce the overall number of vehicle trips to the site between 3 and 20 percent. This level of trip reduction is expected to reduce overall vehicle miles of travel by at least 2.5 percent, reducing the VMT impact of the guest component of the project to a ***less-than-significant*** level as the VMT from project guests would fall below 85 percent of the regional average.

Office Screening Criteria

To reach a conclusion of presumed less than significant under the employee screening criteria, at least one of the following are required to be met:

1) < 10,000 square-feet – project is not less than 10,000 square-feet, therefore this criteria does not apply
2) Located in Transit Priority Area ("TPA") and less than 200,000 square-feet – the project is not located in a TPA, therefore this criteria does not apply
3) Located in low employment VMT zone and less than 200,000 square-feet – this criteria could apply

The project site is located at the edge of the Downtown Concord core, with multiple office uses in close proximity. As a proxy for employee trips to the site, the City of Concord VMT evaluation tool was used to assess the work-based VMT per capita generated by employees in the general vicinity as the future employees may have similar travel patterns in terms of the proximity to transit and housing locations. As shown in **Table 3**, hotel employees are expected to generate less than 85 percent of the regional average VMT in 2020. Based on this review, impact to VMT from hotel employees is expected to be less than significant.

TABLE 3
DAILY VEHICLE MILES TRAVELED PER CAPITA – EMPLOYMENT USES 2020

Land Use	Regional Average – Work Based Trips		Project TAZ
	Regional Average	Regional Average minus 15%	
Employment (VMT per Capita)[1]	15.8	13.43	12.07

Notes:

1. City of Concord VMT Evaluation Tool; https://devapps.fehrandpeers.com/ConcordVMTFullToolDRAFT/

Source: Fehr & Peers, 2020.

CONCLUSIONS

Based on a review of the City of Concord's adopted screening criteria and significance thresholds, in combination with a review of the project's size, trip generating characteristics, location, and volume of traffic on the adjacent roadways, the project's impact to vehicle miles of travel could be significant in the near-term condition as related to hotel guest travel. Given the project proximity to BART, providing transportation to/from the BART station for the first 5-years of project occupancy would reduce the project's VMT impact to a less-than-significant level.

This completes our transportation assessment for the Hampton Inn. Please call Kathrin at (925) 930-7100 if you have questions.

APPENDIX B

CALEEMOD FILES

Hampton Inn, Concord, CA

Contra Costa County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	77.00	Space	0.69	29,200.00	0
City Park	0.27	Acre	0.27	11,787.34	0
Hotel	86.00	Room	0.28	48,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	120.58	**CH4 Intensity (lb/MWhr)**	0.005	**N2O Intensity (lb/MWhr)**	0.001

1.3 User Entered Comments & Non-Default Data

Project Characteristics - EFs scaled to 2030 per RPS, PG&E, 2019 and The Climate Registry, 2020

Land Use - Hotel 86 rooms, 12025 sf/floor=0.276 acre, 48,100 sf total; city park modeled for landscaped area=22% of area=0.2706 acre; total acreage 1.23-->0.6889

Construction Phase - AC to overlap with half of construction and extend beyond paving, no demolition, 8 mo construction

Grading - 90% of site to be graded =1.107 acre, 1.23 acre total

Architectural Coating - Per BAAQMD Regulation 8, Rule 3 Arch. Coatings non-flat 100 g/L

Vehicle Trips - Landscaping modeled as city park = zero trip gen.; hotel trip gen. based on ITE, 2020 and Fehr and Peers, 2020.

Area Coating - Per BAAQMD Reg 8, Rule 3, 100 g/L

Energy Use - Per CalGreen 2019 Energy Standards, 29% efficiency increase v. 2016 Standards: 2.05-->1.456, 2.35-->1.669,

Water And Wastewater - Outdoor landscaping water use already included in hotel, not a city park

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation - 2019 CalGreen compliant

Demolition - 280 square feet (sf) of pavement and 1,180 sf of concrete remover per Milani and Assoc., 2020

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	200.00	145.00
tblConstructionPhase	NumDays	10.00	87.00

tblEnergyUse	LightingElect	2.35	1.67
tblEnergyUse	T24E	2.05	1.46
tblGrading	AcresOfGrading	3.75	1.11
tblGrading	AcresOfGrading	1.50	1.23
tblGrading	MaterialExported	0.00	300.00
tblLandUse	LandUseSquareFeet	30,800.00	29,200.00
tblLandUse	LandUseSquareFeet	11,761.20	11,787.34
tblLandUse	LandUseSquareFeet	124,872.00	48,100.00
tblLandUse	LotAcreage	2.87	0.28
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.005
tblProjectCharacteristics	CO2IntensityFactor	641.35	120.58
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.001
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	8.19	5.08
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	5.95	5.08
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	8.17	5.08
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3948	1.3157	1.2022	2.4300e-003	0.0646	0.0606	0.1251	0.0257	0.0583	0.0840	0.0000	207.4378	207.4378	0.0307	0.0000	208.2053
Maximum	**0.3948**	**1.3157**	**1.2022**	**2.4300e-003**	**0.0646**	**0.0606**	**0.1251**	**0.0257**	**0.0583**	**0.0840**	**0.0000**	**207.4378**	**207.4378**	**0.0307**	**0.0000**	**208.2053**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.3948	1.3157	1.2022	2.4300e-003	0.0646	0.0606	0.1251	0.0257	0.0583	0.0840	0.0000	207.4376	207.4376	0.0307	0.0000	208.2051
Maximum	**0.3948**	**1.3157**	**1.2022**	**2.4300e-003**	**0.0646**	**0.0606**	**0.1251**	**0.0257**	**0.0583**	**0.0840**	**0.0000**	**207.4376**	**207.4376**	**0.0307**	**0.0000**	**208.2051**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.5121	0.5121
2	4-1-2021	6-30-2021	0.7074	0.7074
3	7-1-2021	9-30-2021	0.4942	0.4942
		Highest	0.7074	0.7074

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2127	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003
Energy	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	130.9994	130.9994	2.9000e-003	2.2300e-003	131.7358
Mobile	0.1019	0.4511	1.0643	3.5700e-003	0.3100	3.0800e-003	0.3131	0.0832	2.8800e-003	0.0861	0.0000	326.9866	326.9866	0.0124	0.0000	327.2972
Waste						0.0000	0.0000		0.0000	0.0000	9.5629	0.0000	9.5629	0.5652	0.0000	23.6917
Water						0.0000	0.0000		0.0000	0.0000	0.6921	0.6920	1.3841	0.0711	1.6800e-003	3.6639
Total	**0.3261**	**0.5556**	**1.1536**	**4.2000e-003**	**0.3100**	**0.0110**	**0.3210**	**0.0832**	**0.0108**	**0.0940**	**10.2550**	**458.6809**	**468.9359**	**0.6516**	**3.9100e-003**	**486.3916**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2127	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003
Energy	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	130.9994	130.9994	2.9000e-003	2.2300e-003	131.7358
Mobile	0.1019	0.4511	1.0643	3.5700e-003	0.3100	3.0800e-003	0.3131	0.0832	2.8800e-003	0.0861	0.0000	326.9866	326.9866	0.0124	0.0000	327.2972
Waste						0.0000	0.0000		0.0000	0.0000	9.5629	0.0000	9.5629	0.5652	0.0000	23.6917
Water						0.0000	0.0000		0.0000	0.0000	0.5841	0.5913	1.1755	0.0600	1.4200e-003	3.0996
Total	**0.3261**	**0.5556**	**1.1536**	**4.2000e-003**	**0.3100**	**0.0110**	**0.3210**	**0.0832**	**0.0108**	**0.0940**	**10.1470**	**458.5801**	**468.7272**	**0.6405**	**3.6500e-003**	**485.8273**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.05**	**0.02**	**0.04**	**1.70**	**6.65**	**0.12**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/12/2021	5	3	
3	Grading	Grading	1/13/2021	1/26/2021	5	10	
4	Building Construction	Building Construction	1/27/2021	8/17/2021	5	145	
5	Architectural Coating	Architectural Coating	5/3/2021	8/31/2021	5	87	
6	Paving	Paving	8/18/2021	8/31/2021	5	10	

Acres of Grading (Site Preparation Phase): 1.23

Acres of Grading (Grading Phase): 1.11

Acres of Paving: 0.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 72,150; Non-Residential Outdoor: 24,050; Striped Parking Area: 1,752 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	38.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	37.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.2000e-004	0.0000	7.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.2000e-004	0.0000	7.2000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**7.2000e-004**	**0.0000**	**7.2000e-004**	**1.1000e-004**	**0.0000**	**1.1000e-004**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.5600e-003	0.0000	8.5600e-003	4.4200e-003	0.0000	4.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0261	0.0113	3.0000e-005		1.1500e-003	1.1500e-003		1.0600e-003	1.0600e-003	0.0000	2.2678	2.2678	7.3000e-004	0.0000	2.2861
Total	**2.3300e-003**	**0.0261**	**0.0113**	**3.0000e-005**	**8.5600e-003**	**1.1500e-003**	**9.7100e-003**	**4.4200e-003**	**1.0600e-003**	**5.4800e-003**	**0.0000**	**2.2678**	**2.2678**	**7.3000e-004**	**0.0000**	**2.2861**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0805	0.0805	0.0000	0.0000	0.0806
Total	**4.0000e-005**	**3.0000e-005**	**2.7000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0805**	**0.0805**	**0.0000**	**0.0000**	**0.0806**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.5600e-003	0.0000	8.5600e-003	4.4200e-003	0.0000	4.4200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0261	0.0113	3.0000e-005		1.1500e-003	1.1500e-003		1.0600e-003	1.0600e-003	0.0000	2.2678	2.2678	7.3000e-004	0.0000	2.2861
Total	**2.3300e-003**	**0.0261**	**0.0113**	**3.0000e-005**	**8.5600e-003**	**1.1500e-003**	**9.7100e-003**	**4.4200e-003**	**1.0600e-003**	**5.4800e-003**	**0.0000**	**2.2678**	**2.2678**	**7.3000e-004**	**0.0000**	**2.2861**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	2.7000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0805	0.0805	0.0000	0.0000	0.0806
Total	**4.0000e-005**	**3.0000e-005**	**2.7000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**0.0000**	**0.0805**	**0.0805**	**0.0000**	**0.0000**	**0.0806**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0232	0.0000	0.0232	0.0125	0.0000	0.0125	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4400e-003	0.0717	0.0317	7.0000e-005		3.1900e-003	3.1900e-003		2.9300e-003	2.9300e-003	0.0000	6.1918	6.1918	2.0000e-003	0.0000	6.2419
Total	**6.4400e-003**	**0.0717**	**0.0317**	**7.0000e-005**	**0.0232**	**3.1900e-003**	**0.0264**	**0.0125**	**2.9300e-003**	**0.0154**	**0.0000**	**6.1918**	**6.1918**	**2.0000e-003**	**0.0000**	**6.2419**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	5.0900e-003	1.0100e-003	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.4230	1.4230	6.0000e-005	0.0000	1.4245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2685	0.2685	1.0000e-005	0.0000	0.2686
Total	**2.7000e-004**	**5.1800e-003**	**1.9300e-003**	**1.0000e-005**	**6.4000e-004**	**2.0000e-005**	**6.6000e-004**	**1.7000e-004**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**1.6914**	**1.6914**	**7.0000e-005**	**0.0000**	**1.6931**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0232	0.0000	0.0232	0.0125	0.0000	0.0125	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.4400e-003	0.0717	0.0317	7.0000e-005		3.1900e-003	3.1900e-003		2.9300e-003	2.9300e-003	0.0000	6.1918	6.1918	2.0000e-003	0.0000	6.2419
Total	**6.4400e-003**	**0.0717**	**0.0317**	**7.0000e-005**	**0.0232**	**3.1900e-003**	**0.0264**	**0.0125**	**2.9300e-003**	**0.0154**	**0.0000**	**6.1918**	**6.1918**	**2.0000e-003**	**0.0000**	**6.2419**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	5.0900e-003	1.0100e-003	1.0000e-005	3.2000e-004	2.0000e-005	3.4000e-004	9.0000e-005	2.0000e-005	1.0000e-004	0.0000	1.4230	1.4230	6.0000e-005	0.0000	1.4245
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	9.0000e-005	9.2000e-004	0.0000	3.2000e-004	0.0000	3.2000e-004	8.0000e-005	0.0000	9.0000e-005	0.0000	0.2685	0.2685	1.0000e-005	0.0000	0.2686
Total	**2.7000e-004**	**5.1800e-003**	**1.9300e-003**	**1.0000e-005**	**6.4000e-004**	**2.0000e-005**	**6.6000e-004**	**1.7000e-004**	**2.0000e-005**	**1.9000e-004**	**0.0000**	**1.6914**	**1.6914**	**7.0000e-005**	**0.0000**	**1.6931**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1314	0.9886	0.9352	1.6000e-003		0.0496	0.0496		0.0479	0.0479	0.0000	131.6220	131.6220	0.0235	0.0000	132.2095
Total	**0.1314**	**0.9886**	**0.9352**	**1.6000e-003**		**0.0496**	**0.0496**		**0.0479**	**0.0479**	**0.0000**	**131.6220**	**131.6220**	**0.0235**	**0.0000**	**132.2095**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5600e-003	0.1124	0.0286	2.9000e-004	7.1500e-003	2.5000e-004	7.4000e-003	2.0700e-003	2.4000e-004	2.3100e-003	0.0000	28.1124	28.1124	1.3100e-003	0.0000	28.1450
Worker	8.3100e-003	5.8100e-003	0.0614	2.0000e-004	0.0213	1.4000e-004	0.0214	5.6600e-003	1.3000e-004	5.7900e-003	0.0000	18.0029	18.0029	4.1000e-004	0.0000	18.0131
Total	**0.0119**	**0.1182**	**0.0900**	**4.9000e-004**	**0.0284**	**3.9000e-004**	**0.0288**	**7.7300e-003**	**3.7000e-004**	**8.1000e-003**	**0.0000**	**46.1153**	**46.1153**	**1.7200e-003**	**0.0000**	**46.1581**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1314	0.9886	0.9352	1.6000e-003		0.0496	0.0496		0.0479	0.0479	0.0000	131.6219	131.6219	0.0235	0.0000	132.2093
Total	**0.1314**	**0.9886**	**0.9352**	**1.6000e-003**		**0.0496**	**0.0496**		**0.0479**	**0.0479**	**0.0000**	**131.6219**	**131.6219**	**0.0235**	**0.0000**	**132.2093**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5600e-003	0.1124	0.0286	2.9000e-004	7.1500e-003	2.5000e-004	7.4000e-003	2.0700e-003	2.4000e-004	2.3100e-003	0.0000	28.1124	28.1124	1.3100e-003	0.0000	28.1450
Worker	8.3100e-003	5.8100e-003	0.0614	2.0000e-004	0.0213	1.4000e-004	0.0214	5.6600e-003	1.3000e-004	5.7900e-003	0.0000	18.0029	18.0029	4.1000e-004	0.0000	18.0131
Total	**0.0119**	**0.1182**	**0.0900**	**4.9000e-004**	**0.0284**	**3.9000e-004**	**0.0288**	**7.7300e-003**	**3.7000e-004**	**8.1000e-003**	**0.0000**	**46.1153**	**46.1153**	**1.7200e-003**	**0.0000**	**46.1581**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5200e-003	0.0664	0.0791	1.3000e-004		4.0900e-003	4.0900e-003		4.0900e-003	4.0900e-003	0.0000	11.1067	11.1067	7.6000e-004	0.0000	11.1257
Total	**0.2365**	**0.0664**	**0.0791**	**1.3000e-004**		**4.0900e-003**	**4.0900e-003**		**4.0900e-003**	**4.0900e-003**	**0.0000**	**11.1067**	**11.1067**	**7.6000e-004**	**0.0000**	**11.1257**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4000e-004	6.6000e-004	6.9700e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0436	2.0436	5.0000e-005	0.0000	2.0447
Total	**9.4000e-004**	**6.6000e-004**	**6.9700e-003**	**2.0000e-005**	**2.4200e-003**	**2.0000e-005**	**2.4300e-003**	**6.4000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**2.0436**	**2.0436**	**5.0000e-005**	**0.0000**	**2.0447**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2270					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.5200e-003	0.0664	0.0791	1.3000e-004		4.0900e-003	4.0900e-003		4.0900e-003	4.0900e-003	0.0000	11.1066	11.1066	7.6000e-004	0.0000	11.1257
Total	**0.2365**	**0.0664**	**0.0791**	**1.3000e-004**		**4.0900e-003**	**4.0900e-003**		**4.0900e-003**	**4.0900e-003**	**0.0000**	**11.1066**	**11.1066**	**7.6000e-004**	**0.0000**	**11.1257**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.4000e-004	6.6000e-004	6.9700e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0436	2.0436	5.0000e-005	0.0000	2.0447
Total	**9.4000e-004**	**6.6000e-004**	**6.9700e-003**	**2.0000e-005**	**2.4200e-003**	**2.0000e-005**	**2.4300e-003**	**6.4000e-004**	**1.0000e-005**	**6.6000e-004**	**0.0000**	**2.0436**	**2.0436**	**5.0000e-005**	**0.0000**	**2.0447**

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.7700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.7 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4362	0.4362	1.0000e-005	0.0000	0.4365
Total	**2.0000e-004**	**1.4000e-004**	**1.4900e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4362**	**0.4362**	**1.0000e-005**	**0.0000**	**0.4365**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	9.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.7700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.7 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.4000e-004	1.4900e-003	0.0000	5.2000e-004	0.0000	5.2000e-004	1.4000e-004	0.0000	1.4000e-004	0.0000	0.4362	0.4362	1.0000e-005	0.0000	0.4365
Total	**2.0000e-004**	**1.4000e-004**	**1.4900e-003**	**0.0000**	**5.2000e-004**	**0.0000**	**5.2000e-004**	**1.4000e-004**	**0.0000**	**1.4000e-004**	**0.0000**	**0.4362**	**0.4362**	**1.0000e-005**	**0.0000**	**0.4365**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1019	0.4511	1.0643	3.5700e-003	0.3100	3.0800e-003	0.3131	0.0832	2.8800e-003	0.0861	0.0000	326.9866	326.9866	0.0124	0.0000	327.2972
Unmitigated	0.1019	0.4511	1.0643	3.5700e-003	0.3100	3.0800e-003	0.3131	0.0832	2.8800e-003	0.0861	0.0000	326.9866	326.9866	0.0124	0.0000	327.2972

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Hotel	436.88	436.88	436.88	830,042	830,042
Parking Lot	0.00	0.00	0.00		
Total	436.88	436.88	436.88	830,042	830,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Hotel	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Parking Lot	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17.2645	17.2645	7.2000e-004	1.4000e-004	17.3251
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	17.2645	17.2645	7.2000e-004	1.4000e-004	17.3251
NaturalGas Mitigated	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7349	113.7349	2.1800e-003	2.0900e-003	114.4107
NaturalGas Unmitigated	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7349	113.7349	2.1800e-003	2.0900e-003	114.4107

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2.13131e+006	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7349	113.7349	2.1800e-003	2.0900e-003	114.4107
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0115**	**0.1045**	**0.0878**	**6.3000e-004**		**7.9400e-003**	**7.9400e-003**		**7.9400e-003**	**7.9400e-003**	**0.0000**	**113.7349**	**113.7349**	**2.1800e-003**	**2.0900e-003**	**114.4107**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2.13131e+006	0.0115	0.1045	0.0878	6.3000e-004		7.9400e-003	7.9400e-003		7.9400e-003	7.9400e-003	0.0000	113.7349	113.7349	2.1800e-003	2.0900e-003	114.4107
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0115**	**0.1045**	**0.0878**	**6.3000e-004**		**7.9400e-003**	**7.9400e-003**		**7.9400e-003**	**7.9400e-003**	**0.0000**	**113.7349**	**113.7349**	**2.1800e-003**	**2.0900e-003**	**114.4107**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	305435	16.7055	6.9000e-004	1.4000e-004	16.7641
Parking Lot	10220	0.5590	2.0000e-005	0.0000	0.5609
Total		**17.2645**	**7.1000e-004**	**1.4000e-004**	**17.3251**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Hotel	305435	16.7055	6.9000e-004	1.4000e-004	16.7641
Parking Lot	10220	0.5590	2.0000e-005	0.0000	0.5609
Total		**17.2645**	**7.1000e-004**	**1.4000e-004**	**17.3251**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2127	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003
Unmitigated	0.2127	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0227					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1899					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003
Total	**0.2127**	**1.0000e-005**	**1.5000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.9200e-003**	**2.9200e-003**	**1.0000e-005**	**0.0000**	**3.1100e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0227					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1899					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.5000e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.9200e-003	2.9200e-003	1.0000e-005	0.0000	3.1100e-003
Total	**0.2127**	**1.0000e-005**	**1.5000e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**2.9200e-003**	**2.9200e-003**	**1.0000e-005**	**0.0000**	**3.1100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.1755	0.0600	1.4200e-003	3.0996
Unmitigated	1.3841	0.0711	1.6800e-003	3.6639

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	2.18154 / 0.242394	1.3841	0.0711	1.6800e-003	3.6639
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.3841**	**0.0711**	**1.6800e-003**	**3.6639**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	1.84122 / 0.242394	1.1755	0.0600	1.4200e-003	3.0996
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**1.1755**	**0.0600**	**1.4200e-003**	**3.0996**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9.5629	0.5652	0.0000	23.6917
Unmitigated	9.5629	0.5652	0.0000	23.6917

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Hotel	47.09	9.5588	0.5649	0.0000	23.6816
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**9.5629**	**0.5652**	**0.0000**	**23.6917**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
Hotel	47.09	9.5588	0.5649	0.0000	23.6816
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**9.5629**	**0.5652**	**0.0000**	**23.6917**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Hampton Inn, Concord, CA

Contra Costa County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	77.00	Space	0.69	29,200.00	0
City Park	0.27	Acre	0.27	11,787.34	0
Hotel	86.00	Room	0.28	48,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	120.58	**CH4 Intensity (lb/MWhr)**	0.005	**N2O Intensity (lb/MWhr)**	0.001

1.3 User Entered Comments & Non-Default Data

Hampton Inn, Concord, CA - Contra Costa County, Summer

Project Characteristics - EFs scaled to 2030 per RPS, PG&E, 2019 and The Climate Registry, 2020

Land Use - Hotel 86 rooms, 12025 sf/floor=0.276 acre, 48,100 sf total; city park modeled for landscaped area=22% of area=0.2706 acre; total acreage 1.23-->0.6889

Construction Phase - AC to overlap with half of construction and extend beyond paving, no demolition, 8 mo construction

Grading - 90% of site to be graded =1.107 acre, 1.23 acre total

Architectural Coating - Per BAAQMD Regulation 8, Rule 3 Arch. Coatings non-flat 100 g/L

Vehicle Trips - Landscaping modeled as city park = zero trip gen.; hotel trip gen. based on ITE, 2020 and Fehr and Peers, 2020.

Area Coating - Per BAAQMD Reg 8, Rule 3, 100 g/L

Energy Use - Per CalGreen 2019 Energy Standards, 29% efficiency increase v. 2016 Standards: 2.05-->1.456, 2.35-->1.669,

Water And Wastewater - Outdoor landscaping water use already included in hotel, not a city park

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation - 2019 CalGreen compliant

Demolition - 280 square feet (sf) of pavement and 1,180 sf of concrete remover per Milani and Assoc., 2020

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	200.00	145.00
tblConstructionPhase	NumDays	10.00	87.00

tblEnergyUse	LightingElect	2.35	1.67
tblEnergyUse	T24E	2.05	1.46
tblGrading	AcresOfGrading	3.75	1.11
tblGrading	AcresOfGrading	1.50	1.23
tblGrading	MaterialExported	0.00	300.00
tblLandUse	LandUseSquareFeet	30,800.00	29,200.00
tblLandUse	LandUseSquareFeet	11,761.20	11,787.34
tblLandUse	LandUseSquareFeet	124,872.00	48,100.00
tblLandUse	LotAcreage	2.87	0.28
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.005
tblProjectCharacteristics	CO2IntensityFactor	641.35	120.58
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.001
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	8.19	5.08
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	5.95	5.08
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	8.17	5.08
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4456	17.4358	16.2146	0.0327	5.7699	0.7841	6.5356	2.9608	0.7603	3.6654	0.0000	3,069.5778	3,069.5778	0.5405	0.0000	3,079.6703
Maximum	**7.4456**	**17.4358**	**16.2146**	**0.0327**	**5.7699**	**0.7841**	**6.5356**	**2.9608**	**0.7603**	**3.6654**	**0.0000**	**3,069.5778**	**3,069.5778**	**0.5405**	**0.0000**	**3,079.6703**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4456	17.4358	16.2146	0.0327	5.7699	0.7841	6.5356	2.9608	0.7603	3.6654	0.0000	3,069.5778	3,069.5778	0.5405	0.0000	3,079.6703
Maximum	**7.4456**	**17.4358**	**16.2146**	**0.0327**	**5.7699**	**0.7841**	**6.5356**	**2.9608**	**0.7603**	**3.6654**	**0.0000**	**3,069.5778**	**3,069.5778**	**0.5405**	**0.0000**	**3,079.6703**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Energy	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Mobile	0.6738	2.4131	6.1129	0.0210	1.7630	0.0169	1.7799	0.4717	0.0158	0.4875		2,119.4949	2,119.4949	0.0757		2,121.3864
Total	**1.9030**	**2.9857**	**6.6105**	**0.0244**	**1.7630**	**0.0604**	**1.8235**	**0.4717**	**0.0593**	**0.5310**		**2,806.4963**	**2,806.4963**	**0.0889**	**0.0126**	**2,812.4724**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Energy	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Mobile	0.6738	2.4131	6.1129	0.0210	1.7630	0.0169	1.7799	0.4717	0.0158	0.4875		2,119.4949	2,119.4949	0.0757		2,121.3864
Total	**1.9030**	**2.9857**	**6.6105**	**0.0244**	**1.7630**	**0.0604**	**1.8235**	**0.4717**	**0.0593**	**0.5310**		**2,806.4963**	**2,806.4963**	**0.0889**	**0.0126**	**2,812.4724**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/12/2021	5	3	
3	Grading	Grading	1/13/2021	1/26/2021	5	10	
4	Building Construction	Building Construction	1/27/2021	8/17/2021	5	145	
5	Architectural Coating	Architectural Coating	5/3/2021	8/31/2021	5	87	
6	Paving	Paving	8/18/2021	8/31/2021	5	10	

Acres of Grading (Site Preparation Phase): 1.23

Acres of Grading (Grading Phase): 1.11

Acres of Paving: 0.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 72,150; Non-Residential Outdoor: 24,050; Striped Parking Area: 1,752 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	38.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	37.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2874	0.0000	0.2874	0.0435	0.0000	0.0435			0.0000			0.0000
Total					**0.2874**	**0.0000**	**0.2874**	**0.0435**	**0.0000**	**0.0435**			**0.0000**			**0.0000**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**			**0.0000**			**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2874	0.0000	0.2874	0.0435	0.0000	0.0435			0.0000			0.0000
Total					**0.2874**	**0.0000**	**0.2874**	**0.0435**	**0.0000**	**0.0435**			**0.0000**			**0.0000**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**			**0.0000**			**0.0000**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7041	0.0000	5.7041	2.9434	0.0000	2.9434			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7041**	**0.7654**	**6.4695**	**2.9434**	**0.7041**	**3.6475**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0155	0.2055	6.5000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		64.5150	64.5150	1.4600e-003		64.5516
Total	**0.0269**	**0.0155**	**0.2055**	**6.5000e-004**	**0.0657**	**4.1000e-004**	**0.0661**	**0.0174**	**3.8000e-004**	**0.0178**		**64.5150**	**64.5150**	**1.4600e-003**		**64.5516**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7041	0.0000	5.7041	2.9434	0.0000	2.9434			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7041**	**0.7654**	**6.4695**	**2.9434**	**0.7041**	**3.6475**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0155	0.2055	6.5000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		64.5150	64.5150	1.4600e-003		64.5516
Total	**0.0269**	**0.0155**	**0.2055**	**6.5000e-004**	**0.0657**	**4.1000e-004**	**0.0661**	**0.0174**	**3.8000e-004**	**0.0178**		**64.5150**	**64.5150**	**1.4600e-003**		**64.5516**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6377	0.0000	4.6377	2.4959	0.0000	2.4959			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.6377**	**0.6379**	**5.2756**	**2.4959**	**0.5869**	**3.0828**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0292	0.9983	0.1950	2.9700e-003	0.0664	3.1900e-003	0.0696	0.0182	3.0500e-003	0.0212		315.9946	315.9946	0.0134		316.3297
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0155	0.2055	6.5000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		64.5150	64.5150	1.4600e-003		64.5516
Total	**0.0560**	**1.0138**	**0.4005**	**3.6200e-003**	**0.1321**	**3.6000e-003**	**0.1357**	**0.0356**	**3.4300e-003**	**0.0391**		**380.5096**	**380.5096**	**0.0149**		**380.8812**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6377	0.0000	4.6377	2.4959	0.0000	2.4959			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.6377**	**0.6379**	**5.2756**	**2.4959**	**0.5869**	**3.0828**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0292	0.9983	0.1950	2.9700e-003	0.0664	3.1900e-003	0.0696	0.0182	3.0500e-003	0.0212		315.9946	315.9946	0.0134		316.3297
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0269	0.0155	0.2055	6.5000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		64.5150	64.5150	1.4600e-003		64.5516
Total	**0.0560**	**1.0138**	**0.4005**	**3.6200e-003**	**0.1321**	**3.6000e-003**	**0.1357**	**0.0356**	**3.4300e-003**	**0.0391**		**380.5096**	**380.5096**	**0.0149**		**380.8812**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0480	1.5343	0.3674	4.1000e-003	0.1015	3.4300e-003	0.1050	0.0292	3.2800e-003	0.0325		432.0774	432.0774	0.0191		432.5542
Worker	0.1243	0.0717	0.9505	2.9900e-003	0.3040	1.9100e-003	0.3059	0.0806	1.7600e-003	0.0824		298.3817	298.3817	6.7700e-003		298.5509
Total	**0.1723**	**1.6061**	**1.3179**	**7.0900e-003**	**0.4055**	**5.3400e-003**	**0.4108**	**0.1099**	**5.0400e-003**	**0.1149**		**730.4591**	**730.4591**	**0.0258**		**731.1051**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0480	1.5343	0.3674	4.1000e-003	0.1015	3.4300e-003	0.1050	0.0292	3.2800e-003	0.0325		432.0774	432.0774	0.0191		432.5542
Worker	0.1243	0.0717	0.9505	2.9900e-003	0.3040	1.9100e-003	0.3059	0.0806	1.7600e-003	0.0824		298.3817	298.3817	6.7700e-003		298.5509
Total	**0.1723**	**1.6061**	**1.3179**	**7.0900e-003**	**0.4055**	**5.3400e-003**	**0.4108**	**0.1099**	**5.0400e-003**	**0.1149**		**730.4591**	**730.4591**	**0.0258**		**731.1051**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.2185					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**5.4374**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0235	0.0136	0.1798	5.7000e-004	0.0575	3.6000e-004	0.0579	0.0153	3.3000e-004	0.0156		56.4506	56.4506	1.2800e-003		56.4826
Total	**0.0235**	**0.0136**	**0.1798**	**5.7000e-004**	**0.0575**	**3.6000e-004**	**0.0579**	**0.0153**	**3.3000e-004**	**0.0156**		**56.4506**	**56.4506**	**1.2800e-003**		**56.4826**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.2185					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**5.4374**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0235	0.0136	0.1798	5.7000e-004	0.0575	3.6000e-004	0.0579	0.0153	3.3000e-004	0.0156		56.4506	56.4506	1.2800e-003		56.4826
Total	**0.0235**	**0.0136**	**0.1798**	**5.7000e-004**	**0.0575**	**3.6000e-004**	**0.0579**	**0.0153**	**3.3000e-004**	**0.0156**		**56.4506**	**56.4506**	**1.2800e-003**		**56.4826**

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9547**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.7 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0437	0.0252	0.3340	1.0500e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0289		104.8368	104.8368	2.3800e-003		104.8963
Total	**0.0437**	**0.0252**	**0.3340**	**1.0500e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0289**		**104.8368**	**104.8368**	**2.3800e-003**		**104.8963**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9547**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.7 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0437	0.0252	0.3340	1.0500e-003	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0289		104.8368	104.8368	2.3800e-003		104.8963
Total	**0.0437**	**0.0252**	**0.3340**	**1.0500e-003**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0289**		**104.8368**	**104.8368**	**2.3800e-003**		**104.8963**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.6738	2.4131	6.1129	0.0210	1.7630	0.0169	1.7799	0.4717	0.0158	0.4875		2,119.4949	2,119.4949	0.0757		2,121.3864
Unmitigated	0.6738	2.4131	6.1129	0.0210	1.7630	0.0169	1.7799	0.4717	0.0158	0.4875		2,119.4949	2,119.4949	0.0757		2,121.3864

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Hotel	436.88	436.88	436.88	830,042	830,042
Parking Lot	0.00	0.00	0.00		
Total	436.88	436.88	436.88	830,042	830,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Hotel	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Parking Lot	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
NaturalGas Unmitigated	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	5839.21	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5725**	**0.4809**	**3.4300e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**686.9657**	**686.9657**	**0.0132**	**0.0126**	**691.0480**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	5.83921	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5725**	**0.4809**	**3.4300e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**686.9657**	**686.9657**	**0.0132**	**0.0126**	**691.0480**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Unmitigated	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Total	**1.1662**	**1.5000e-004**	**0.0167**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**9.0000e-005**		**0.0381**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Total	**1.1662**	**1.5000e-004**	**0.0167**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**9.0000e-005**		**0.0381**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Hampton Inn, Concord, CA

Contra Costa County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	77.00	Space	0.69	29,200.00	0
City Park	0.27	Acre	0.27	11,787.34	0
Hotel	86.00	Room	0.28	48,100.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	120.58	**CH4 Intensity (lb/MWhr)**	0.005	**N2O Intensity (lb/MWhr)**	0.001

1.3 User Entered Comments & Non-Default Data

Hampton Inn, Concord, CA - Contra Costa County, Winter

Project Characteristics - EFs scaled to 2030 per RPS, PG&E, 2019 and The Climate Registry, 2020

Land Use - Hotel 86 rooms, 12025 sf/floor=0.276 acre, 48,100 sf total; city park modeled for landscaped area=22% of area=0.2706 acre; total acreage 1.23-->0.6889

Construction Phase - AC to overlap with half of construction and extend beyond paving, no demolition, 8 mo construction

Grading - 90% of site to be graded =1.107 acre, 1.23 acre total

Architectural Coating - Per BAAQMD Regulation 8, Rule 3 Arch. Coatings non-flat 100 g/L

Vehicle Trips - Landscaping modeled as city park = zero trip gen.; hotel trip gen. based on ITE, 2020 and Fehr and Peers, 2020.

Area Coating - Per BAAQMD Reg 8, Rule 3, 100 g/L

Energy Use - Per CalGreen 2019 Energy Standards, 29% efficiency increase v. 2016 Standards: 2.05-->1.456, 2.35-->1.669,

Water And Wastewater - Outdoor landscaping water use already included in hotel, not a city park

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation - 2019 CalGreen compliant

Demolition - 280 square feet (sf) of pavement and 1,180 sf of concrete remover per Milani and Assoc., 2020

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	100.00
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	100.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	150	100
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	150	100
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	5.00
tblConstructionPhase	NumDays	2.00	3.00
tblConstructionPhase	NumDays	4.00	10.00
tblConstructionPhase	NumDays	200.00	145.00
tblConstructionPhase	NumDays	10.00	87.00

tblEnergyUse	LightingElect	2.35	1.67
tblEnergyUse	T24E	2.05	1.46
tblGrading	AcresOfGrading	3.75	1.11
tblGrading	AcresOfGrading	1.50	1.23
tblGrading	MaterialExported	0.00	300.00
tblLandUse	LandUseSquareFeet	30,800.00	29,200.00
tblLandUse	LandUseSquareFeet	11,761.20	11,787.34
tblLandUse	LandUseSquareFeet	124,872.00	48,100.00
tblLandUse	LotAcreage	2.87	0.28
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.005
tblProjectCharacteristics	CO2IntensityFactor	641.35	120.58
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.001
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	8.19	5.08
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	5.95	5.08
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	8.17	5.08
tblWater	OutdoorWaterUseRate	321,699.96	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4506	17.4394	16.1735	0.0322	5.7699	0.7843	6.5356	2.9608	0.7604	3.6654	0.0000	3,025.1718	3,025.1718	0.5403	0.0000	3,035.2915
Maximum	**7.4506**	**17.4394**	**16.1735**	**0.0322**	**5.7699**	**0.7843**	**6.5356**	**2.9608**	**0.7604**	**3.6654**	**0.0000**	**3,025.1718**	**3,025.1718**	**0.5403**	**0.0000**	**3,035.2915**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	7.4506	17.4394	16.1735	0.0322	5.7699	0.7843	6.5356	2.9608	0.7604	3.6654	0.0000	3,025.1718	3,025.1718	0.5403	0.0000	3,035.2915
Maximum	**7.4506**	**17.4394**	**16.1735**	**0.0322**	**5.7699**	**0.7843**	**6.5356**	**2.9608**	**0.7604**	**3.6654**	**0.0000**	**3,025.1718**	**3,025.1718**	**0.5403**	**0.0000**	**3,035.2915**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Energy	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Mobile	0.5462	2.5228	6.1842	0.0194	1.7630	0.0170	1.7801	0.4717	0.0159	0.4876		1,955.7709	1,955.7709	0.0777		1,957.7134
Total	**1.7754**	**3.0954**	**6.6818**	**0.0228**	**1.7630**	**0.0606**	**1.8236**	**0.4717**	**0.0595**	**0.5312**		**2,642.7723**	**2,642.7723**	**0.0910**	**0.0126**	**2,648.7995**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Energy	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Mobile	0.5462	2.5228	6.1842	0.0194	1.7630	0.0170	1.7801	0.4717	0.0159	0.4876		1,955.7709	1,955.7709	0.0777		1,957.7134
Total	**1.7754**	**3.0954**	**6.6818**	**0.0228**	**1.7630**	**0.0606**	**1.8236**	**0.4717**	**0.0595**	**0.5312**		**2,642.7723**	**2,642.7723**	**0.0910**	**0.0126**	**2,648.7995**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/7/2021	5	5	
2	Site Preparation	Site Preparation	1/8/2021	1/12/2021	5	3	
3	Grading	Grading	1/13/2021	1/26/2021	5	10	
4	Building Construction	Building Construction	1/27/2021	8/17/2021	5	145	
5	Architectural Coating	Architectural Coating	5/3/2021	8/31/2021	5	87	
6	Paving	Paving	8/18/2021	8/31/2021	5	10	

Acres of Grading (Site Preparation Phase): 1.23

Acres of Grading (Grading Phase): 1.11

Acres of Paving: 0.69

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 72,150; Non-Residential Outdoor: 24,050; Striped Parking Area: 1,752 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	38.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	37.00	15.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition			0.00	0.00	10.80	7.30				

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2874	0.0000	0.2874	0.0435	0.0000	0.0435			0.0000			0.0000
Total					**0.2874**	**0.0000**	**0.2874**	**0.0435**	**0.0000**	**0.0435**			**0.0000**			**0.0000**

3.2 Demolition - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**			**0.0000**			**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2874	0.0000	0.2874	0.0435	0.0000	0.0435			0.0000			0.0000
Total					**0.2874**	**0.0000**	**0.2874**	**0.0435**	**0.0000**	**0.0435**			**0.0000**			**0.0000**

3.2 Demolition - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Vendor					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**			**0.0000**			**0.0000**

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7041	0.0000	5.7041	2.9434	0.0000	2.9434			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041		1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7041**	**0.7654**	**6.4695**	**2.9434**	**0.7041**	**3.6475**		**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0272	0.0191	0.1876	5.9000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.4524	58.4524	1.3400e-003		58.4860
Total	**0.0272**	**0.0191**	**0.1876**	**5.9000e-004**	**0.0657**	**4.1000e-004**	**0.0661**	**0.0174**	**3.8000e-004**	**0.0178**		**58.4524**	**58.4524**	**1.3400e-003**		**58.4860**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7041	0.0000	5.7041	2.9434	0.0000	2.9434			0.0000			0.0000
Off-Road	1.5558	17.4203	7.5605	0.0172		0.7654	0.7654		0.7041	0.7041	0.0000	1,666.5174	1,666.5174	0.5390		1,679.9920
Total	**1.5558**	**17.4203**	**7.5605**	**0.0172**	**5.7041**	**0.7654**	**6.4695**	**2.9434**	**0.7041**	**3.6475**	**0.0000**	**1,666.5174**	**1,666.5174**	**0.5390**		**1,679.9920**

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0272	0.0191	0.1876	5.9000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.4524	58.4524	1.3400e-003		58.4860
Total	**0.0272**	**0.0191**	**0.1876**	**5.9000e-004**	**0.0657**	**4.1000e-004**	**0.0661**	**0.0174**	**3.8000e-004**	**0.0178**		**58.4524**	**58.4524**	**1.3400e-003**		**58.4860**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6377	0.0000	4.6377	2.4959	0.0000	2.4959			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869		1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.6377**	**0.6379**	**5.2756**	**2.4959**	**0.5869**	**3.0828**		**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0300	1.0205	0.2108	2.9200e-003	0.0664	3.2500e-003	0.0696	0.0182	3.1100e-003	0.0213		310.5521	310.5521	0.0142		310.9076
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0272	0.0191	0.1876	5.9000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.4524	58.4524	1.3400e-003		58.4860
Total	**0.0572**	**1.0396**	**0.3984**	**3.5100e-003**	**0.1321**	**3.6600e-003**	**0.1358**	**0.0356**	**3.4900e-003**	**0.0391**		**369.0045**	**369.0045**	**0.0156**		**369.3936**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.6377	0.0000	4.6377	2.4959	0.0000	2.4959			0.0000			0.0000
Off-Road	1.2884	14.3307	6.3314	0.0141		0.6379	0.6379		0.5869	0.5869	0.0000	1,365.0648	1,365.0648	0.4415		1,376.1020
Total	**1.2884**	**14.3307**	**6.3314**	**0.0141**	**4.6377**	**0.6379**	**5.2756**	**2.4959**	**0.5869**	**3.0828**	**0.0000**	**1,365.0648**	**1,365.0648**	**0.4415**		**1,376.1020**

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0300	1.0205	0.2108	2.9200e-003	0.0664	3.2500e-003	0.0696	0.0182	3.1100e-003	0.0213		310.5521	310.5521	0.0142		310.9076
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0272	0.0191	0.1876	5.9000e-004	0.0657	4.1000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.4524	58.4524	1.3400e-003		58.4860
Total	**0.0572**	**1.0396**	**0.3984**	**3.5100e-003**	**0.1321**	**3.6600e-003**	**0.1358**	**0.0356**	**3.4900e-003**	**0.0391**		**369.0045**	**369.0045**	**0.0156**		**369.3936**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0509	1.5474	0.4248	3.9900e-003	0.1015	3.5400e-003	0.1051	0.0292	3.3900e-003	0.0326		421.0153	421.0153	0.0208		421.5360
Worker	0.1260	0.0884	0.8676	2.7100e-003	0.3040	1.9100e-003	0.3059	0.0806	1.7600e-003	0.0824		270.3426	270.3426	6.2100e-003		270.4977
Total	**0.1769**	**1.6358**	**1.2924**	**6.7000e-003**	**0.4055**	**5.4500e-003**	**0.4109**	**0.1099**	**5.1500e-003**	**0.1150**		**691.3579**	**691.3579**	**0.0270**		**692.0337**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0509	1.5474	0.4248	3.9900e-003	0.1015	3.5400e-003	0.1051	0.0292	3.3900e-003	0.0326		421.0153	421.0153	0.0208		421.5360
Worker	0.1260	0.0884	0.8676	2.7100e-003	0.3040	1.9100e-003	0.3059	0.0806	1.7600e-003	0.0824		270.3426	270.3426	6.2100e-003		270.4977
Total	**0.1769**	**1.6358**	**1.2924**	**6.7000e-003**	**0.4055**	**5.4500e-003**	**0.4109**	**0.1099**	**5.1500e-003**	**0.1150**		**691.3579**	**691.3579**	**0.0270**		**692.0337**

3.6 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.2185					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**5.4374**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0238	0.0167	0.1641	5.1000e-004	0.0575	3.6000e-004	0.0579	0.0153	3.3000e-004	0.0156		51.1459	51.1459	1.1700e-003		51.1752
Total	**0.0238**	**0.0167**	**0.1641**	**5.1000e-004**	**0.0575**	**3.6000e-004**	**0.0579**	**0.0153**	**3.3000e-004**	**0.0156**		**51.1459**	**51.1459**	**1.1700e-003**		**51.1752**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	5.2185					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**5.4374**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.6 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0238	0.0167	0.1641	5.1000e-004	0.0575	3.6000e-004	0.0579	0.0153	3.3000e-004	0.0156		51.1459	51.1459	1.1700e-003		51.1752
Total	**0.0238**	**0.0167**	**0.1641**	**5.1000e-004**	**0.0575**	**3.6000e-004**	**0.0579**	**0.0153**	**3.3000e-004**	**0.0156**		**51.1459**	**51.1459**	**1.1700e-003**		**51.1752**

3.7 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9547**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.7 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0311	0.3048	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0289		94.9852	94.9852	2.1800e-003		95.0397
Total	**0.0443**	**0.0311**	**0.3048**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0289**		**94.9852**	**94.9852**	**2.1800e-003**		**95.0397**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.1808					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9547**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.7 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0443	0.0311	0.3048	9.5000e-004	0.1068	6.7000e-004	0.1075	0.0283	6.2000e-004	0.0289		94.9852	94.9852	2.1800e-003		95.0397
Total	**0.0443**	**0.0311**	**0.3048**	**9.5000e-004**	**0.1068**	**6.7000e-004**	**0.1075**	**0.0283**	**6.2000e-004**	**0.0289**		**94.9852**	**94.9852**	**2.1800e-003**		**95.0397**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5462	2.5228	6.1842	0.0194	1.7630	0.0170	1.7801	0.4717	0.0159	0.4876		1,955.7709	1,955.7709	0.0777		1,957.7134
Unmitigated	0.5462	2.5228	6.1842	0.0194	1.7630	0.0170	1.7801	0.4717	0.0159	0.4876		1,955.7709	1,955.7709	0.0777		1,957.7134

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Hotel	436.88	436.88	436.88	830,042	830,042
Parking Lot	0.00	0.00	0.00		
Total	436.88	436.88	436.88	830,042	830,042

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Hotel	9.50	7.30	7.30	19.40	61.60	19.00	58	38	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Hotel	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835
Parking Lot	0.586711	0.038259	0.185486	0.120728	0.016377	0.005053	0.010699	0.024311	0.001622	0.001773	0.005406	0.002738	0.000835

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
NaturalGas Unmitigated	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	5839.21	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5725**	**0.4809**	**3.4300e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**686.9657**	**686.9657**	**0.0132**	**0.0126**	**691.0480**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	5.83921	0.0630	0.5725	0.4809	3.4300e-003		0.0435	0.0435		0.0435	0.0435		686.9657	686.9657	0.0132	0.0126	691.0480
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0630**	**0.5725**	**0.4809**	**3.4300e-003**		**0.0435**	**0.0435**		**0.0435**	**0.0435**		**686.9657**	**686.9657**	**0.0132**	**0.0126**	**691.0480**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Unmitigated	1.1662	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Total	**1.1662**	**1.5000e-004**	**0.0167**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**9.0000e-005**		**0.0381**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.0403					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.5500e-003	1.5000e-004	0.0167	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0357	0.0357	9.0000e-005		0.0381
Total	**1.1662**	**1.5000e-004**	**0.0167**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0357**	**0.0357**	**9.0000e-005**		**0.0381**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C

PROTECTED SPECIES LISTS

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Walnut Creek (3712281) OR Clayton (3712188))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Ambystoma californiense California tiger salamander	AAAAA01180	Threatened	Threatened	G2G3	S2S3	WL
Anniella pulchra Northern California legless lizard	ARACC01020	None	None	G3	S3	SSC
Anomobryum julaceum slender silver moss	NBMUS80010	None	None	G5?	S2	4.2
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Aquila chrysaetos golden eagle	ABNKC22010	None	None	G5	S3	FP
Arctostaphylos auriculata Mt. Diablo manzanita	PDERI04040	None	None	G2	S2	1B.3
Arctostaphylos manzanita ssp. laevigata Contra Costa manzanita	PDERI04273	None	None	G5T2	S2	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Blepharizonia plumosa big tarplant	PDAST1C011	None	None	G1G2	S1S2	1B.1
Bombus caliginosus obscure bumble bee	IIHYM24380	None	None	G4?	S1S2	
Bombus crotchii Crotch bumble bee	IIHYM24480	None	Candidate Endangered	G3G4	S1S2	
Bombus occidentalis western bumble bee	IIHYM24250	None	Candidate Endangered	G2G3	S1	
Buteo regalis ferruginous hawk	ABNKC19120	None	None	G4	S3S4	WL
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
Calochortus pulchellus Mt. Diablo fairy-lantern	PMLIL0D160	None	None	G2	S2	1B.2
Campanula exigua chaparral harebell	PDCAM020A0	None	None	G2	S2	1B.2
Centromadia parryi ssp. congdonii Congdon's tarplant	PDAST4R0P1	None	None	G3T1T2	S1S2	1B.1
Cordylanthus nidularius Mt. Diablo bird's-beak	PDSCR0J0F0	None	Rare	G1	S1	1B.1
Corynorhinus townsendii Townsend's big-eared bat	AMACC08010	None	None	G3G4	S2	SSC
Delphinium californicum ssp. interius Hospital Canyon larkspur	PDRAN0B0A2	None	None	G3T3	S3	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Dipodomys heermanni berkeleyensis Berkeley kangaroo rat	AMAFD03061	None	None	G3G4T1	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eriastrum ertterae Lime Ridge eriastrum	PDPLM030F0	None	None	G1	S1	1B.1
Eriogonum truncatum Mt. Diablo buckwheat	PDPGN085Z0	None	None	G1	S1	1B.1
Eryngium jepsonii Jepson's coyote-thistle	PDAPI0Z130	None	None	G2	S2	1B.2
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Fritillaria liliacea fragrant fritillary	PMLIL0V0C0	None	None	G2	S2	1B.2
Grimmia torenii Toren's grimmia	NBMUS32330	None	None	G2	S2	1B.3
Helianthella castanea Diablo helianthella	PDAST4M020	None	None	G2	S2	1B.2
Helminthoglypta nickliniana bridgesi Bridges' coast range shoulderband	IMGASC2362	None	None	G3T1	S1S2	
Hesperolinon breweri Brewer's western flax	PDLIN01030	None	None	G2	S2	1B.2
Isocoma arguta Carquinez goldenbush	PDAST57050	None	None	G1	S1	1B.1
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	
Lasthenia conjugens Contra Costa goldfields	PDAST5L040	Endangered	None	G1	S1	1B.1
Linderiella occidentalis California linderiella	ICBRA06010	None	None	G2G3	S2S3	
Madia radiata showy golden madia	PDAST650E0	None	None	G3	S3	1B.1
Malacothamnus hallii Hall's bush-mallow	PDMAL0Q0F0	None	None	G2	S2	1B.2
Masticophis lateralis euryxanthus Alameda whipsnake	ARADB21031	Threatened	Threatened	G4T2	S2	
Monolopia gracilens woodland woollythreads	PDAST6G010	None	None	G3	S3	1B.2
Navarretia gowenii Lime Ridge navarretia	PDPLM0C120	None	None	G1	S1	1B.1
Neotoma fuscipes annectens San Francisco dusky-footed woodrat	AMAFF08082	None	None	G5T2T3	S2S3	SSC

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Oenothera deltoides ssp. howellii Antioch Dunes evening-primrose	PDONA0C0B4	Endangered	Endangered	G5T1	S1	1B.1
Perognathus inornatus San Joaquin pocket mouse	AMAFD01060	None	None	G2G3	S2S3	
Phacelia phacelioides Mt. Diablo phacelia	PDHYD0C3Q0	None	None	G2	S2	1B.2
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Rana boylii foothill yellow-legged frog	AAABH01050	None	Endangered	G3	S3	SSC
Rana draytonii California red-legged frog	AAABH01022	Threatened	None	G2G3	S2S3	SSC
Sanicula saxatilis rock sanicle	PDAPI1Z0H0	None	Rare	G2	S2	1B.2
Senecio aphanactis chaparral ragwort	PDAST8H060	None	None	G3	S2	2B.2
Serpentine Bunchgrass Serpentine Bunchgrass	CTT42130CA	None	None	G2	S2.2	
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	PDBRA2G012	None	None	G2T2	S2	1B.2
Streptanthus hispidus Mt. Diablo jewelflower	PDBRA2G0M0	None	None	G2	S2	1B.3
Stuckenia filiformis ssp. alpina slender-leaved pondweed	PMPOT03091	None	None	G5T5	S2S3	2B.2
Triquetrella californica coastal triquetrella	NBMUS7S010	None	None	G2	S2	1B.2
Tropidocarpum capparideum caper-fruited tropidocarpum	PDBRA2R010	None	None	G1	S1	1B.1
Viburnum ellipticum oval-leaved viburnum	PDCPR07080	None	None	G4G5	S3?	2B.3
Vulpes macrotis mutica San Joaquin kit fox	AMAJA03041	Endangered	Threatened	G4T2	S2	

Record Count: 57

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
Phone: (916) 414-6600 Fax: (916) 414-6713

In Reply Refer To: August 06, 2020
Consultation Code: 08ESMF00-2020-SLI-2561
Event Code: 08ESMF00-2020-E-07883
Project Name: Hampton Inn Hotel Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, under the jurisdiction of the U.S. Fish and Wildlife Service (Service) that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the Service under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Please follow the link below to see if your proposed project has the potential to affect other species or their habitats under the jurisdiction of the National Marine Fisheries Service:

http://www.nwr.noaa.gov/protected_species/species_list/species_lists.html

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Sacramento Fish And Wildlife Office
Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846
(916) 414-6600

Project Summary

Consultation Code: 08ESMF00-2020-SLI-2561

Event Code: 08ESMF00-2020-E-07883

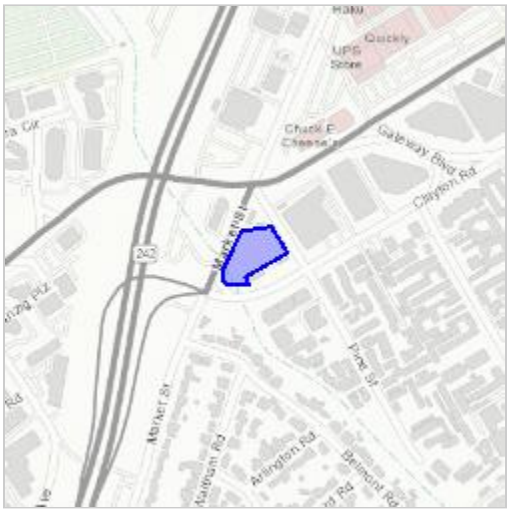
Project Name: Hampton Inn Hotel Project

Project Type: ** OTHER **

Project Description: 48,100 sq. ft. hotel and a 73 car parking lot.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/37.970105394476974N122.04592468739037W



Counties: Contra Costa, CA

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

---

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Birds

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4240	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/8104	Endangered

Reptiles

NAME	STATUS
Alameda Whipsnake (=striped Racer) *Masticophis lateralis euryxanthus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5524	Threatened
Giant Garter Snake *Thamnophis gigas* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Red-legged Frog *Rana draytonii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2891 Species survey guidelines: https://ecos.fws.gov/ipac/guideline/survey/population/205/office/11420.pdf	Threatened
California Tiger Salamander *Ambystoma californiense* Population: U.S.A. (Central CA DPS) There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Delta Smelt *Hypomesus transpacificus* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/321	Threatened

Insects

NAME	STATUS
Callippe Silverspot Butterfly *Speyeria callippe callippe* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3779	Endangered
San Bruno Elfin Butterfly *Callophrys mossii bayensis* There is **proposed** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/3394	Endangered

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp *Branchinecta lynchi* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
Antioch Dunes Evening-primrose *Oenothera deltoides ssp. howellii* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5970	Endangered
Contra Costa Goldfields *Lasthenia conjugens* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/7058	Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX D

DEMOLITION PLAN AND SITE DEVELOPMENT PLAN

CONCORD HAMPTON INN BY HILTON

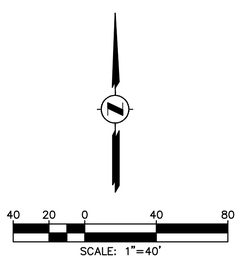
CITY OF CONCORD, CONTRA COSTA COUNTY, CALIFORNIA

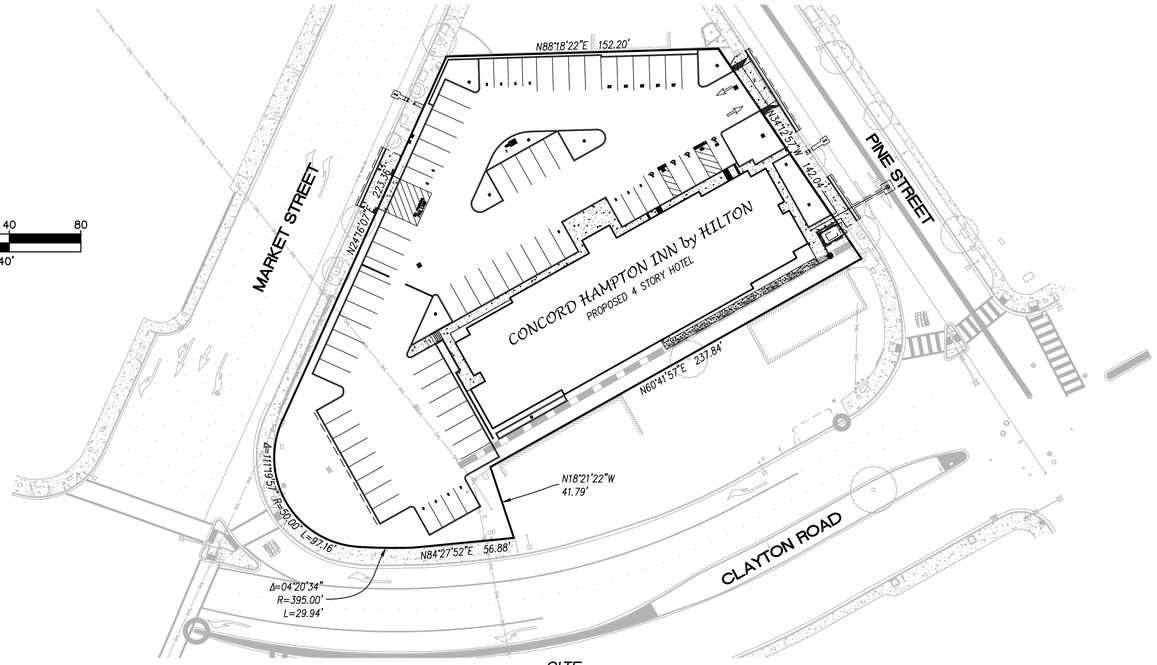
PROJECT TEAM:

OWNER:	WRSJG LLC et al P.O. Box 676111 RANCHO SANTA FE, CA. 92067 (619) 987-5540 ATTN: BILL HERRICK
ARCHITECT:	DSEA ARCHITECTURE 145 S. OLIVE STREET ORANGE CA, 92866 (714) 639-3958
CIVIL ENGINEERING FIRM:	MILANI & ASSOCIATES 2655 STANWELL DRIVE, SUITE 105 CONCORD, CA 94520 (925) 674-9082, EXT:101 ATTN: KEN ALCOCK
ARBORIST:	BRIGHTVIEW 7039 COMMERCE CIRCLE, SUITE A PLEASANTON, CA 94588 (925) 463-0700 ATTN: BOB PERALTA
LANDSCAPE:	RW STOVER & ASSOCIATES 1620 NORTH MAIN STREET, SUITE 4 WALNUT CREEK, CA 94596 (925) 933-2583, EXT#105 ATTN: RICK STOVER

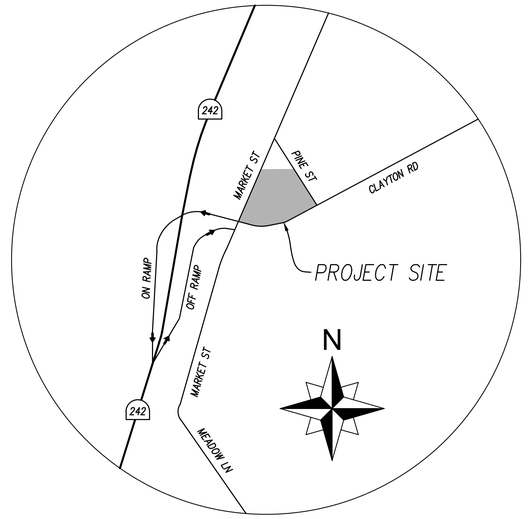
SITE INFORMATION:

ADDRESS:	1880 MARKET STREET, CONCORD, CA
A.P.N'S:	126-291-023 & 126-291-022
G.P. DESIGNATION:	RC
EXISTING ZONING:	RC
PROPOSED ZONING:	CMX
EXISTING USE:	VACANT LAND
PROPOSED USE:	HOTEL
TOTAL NUMBER OF LOTS:	2
TOTAL SITE ACREAGE:	54,025 SF, 1.24 AC.– GROSS
TOTAL GROUND FLOOR AREA:	PROPOSED BUILDING 48,100 SF EXISTING BUILDING 0 SF TOTAL 48,100 SF





SITE
SCALE 1" = 40'



VICINITY
N.T.S.

SHEET INDEX

PROPOSED PARKING	
STANDARD	50
COMPACT	14
ACCESSIBLE	3
EV	5
ACCESSIBLE/EV	1
TOTAL	73

FLOOD ZONE "X". PANEL 06013C0281F EFF. 6/16/2009

THIS PROJECT CREATES MORE THAN 41,314 SF OF IMPERVIOUS AREA AND REQUIRES A STORMWATER CONTROL PLAN

UTILITIES & SERVICES

WATER:	CONTRA COSTA WATER DISTRICT
SEWAGE:	CENTRAL CONTRA COSTA SANITARY DISTRICT
GAS & ELECTRIC:	PACIFIC GAS & ELECTRIC
TELEPHONE:	AT&T
POLICE:	CITY OF CONCORD
FIRE:	CONTRA COSTA COUNTY FIRE PROTECTION DISTRICT
DRAINAGE:	CONTRA COSTA COUNTY FLOOD CONTROL & CONSERVATION DISTRICT (CCCFC&WCD)
LEGAL DESCRIPTION:	SEE PRELIMINARY TITLE REPORT FOR PROPERTY DESCRIPTION.

APPLICABLE CITY OF CONCORD STANDARD PLANS

S-10 CURB-GUTTER AND SIDEWALK
S-14 DRIVEWAY WITH MONOLOTHIC SIDEWALK
S-15 TYPICAL HANDICAP RAMPS
S-17 TRENCH BACKFILL AND RESURFACING

LEGEND

AREA DRAINS	PERFORATED PIPE
BOLLARD	FIRE DEPARTMENT CONNECTION
FENCE	POST INDICATOR VALVE
FIRE HYDRANT	BACK FLOW PREVENTION DEVICE
GATE POST	DOUBLE DETECTOR CHECK VALVE
GRADE BREAK	
GUY ANCHOR	
JOINT UTILITY POLE	
JUNCTION BOX (STORM DRAIN)	
LIGHT – ELECTROLIER	
LIGHT – TRAFFIC	
OVERHEAD LINES	
SIGN (TYPE 1)	
SIGN (TYPE 2)	
STREET MONUMENT	
TACTILE STRIP	
TRAFFIC BUTTON – WHITE	
TRAFFIC BUTTON – YELLOW	
TREE WITH DRIP LINE	

ABBREVIATIONS

ABBREVIATION	DESCRIPTION	ABBREVIATION	DESCRIPTION
AC	ASPHALTIC CONCRETE	(M-M)	MONUMENT TO MONUMENT
AD	AREA DRAIN	PCL	PARCEL
BC	BACK OF CURB	PERF	PERFORATED
BLDG	BUILDING	PEX	PIPE EXPOSED
BFP	BACK FLOW PREVENTION DEVICE	PLNTR	PLANTER
BOL	BOLLARD	PNT	PAINT
BSW	BACK OF SIDEWALK	PIV	POST INDICATOR VALVE
CHLNK	CHAIN LINK	PP	POWER POLE
COMM	COMMUNICATION UTILITY	SB	SIGNAL BOX
CONC	CONCRETE	SDAD	STORM DRAIN AREA DRAIN
DWY	DRIVEWAY	SDMH	STORM DRAIN MANHOLE
DDCV	DOUBLE DETECTOR CHECK VALVE	SN	SIGN
E	ELECTRICAL BOX	SP	SIGNAL POLE
EM	ELECTRICAL METER	SQ FT, SF	SQUARE FEET
EP	EDGE OF PAVEMENT	SSCO	SANITARY SEWER CLEAN OUT
EV	ELECTRICAL VAULT	SSMH	SANITARY SEWER MANHOLE
EX	EXCEPTION	TB-W	TRAFFIC BUTTON WHITE
FC	FACE OF CURB	TB-Y	TRAFFIC BUTTON YELLOW
FDC	FIRE DEPARTMENT CONNECTION	TDC	TOP OF DEPRESSED CURB
FH	FIRE HYDRANT	TE	TRASH ENCLOSURE
FL	FLOW LINE	TEL	TELEPHONE UTILITY
FNC	FENCE	TELMH	TELEPHONE MANHOLE
FTP	FLOW-THROUGH-PLANTER	TR	TREE
GB	GRADE BREAK	T/R	TITLE REPORT
GL	GAS LINE	TT	TREE TAG
GM	GAS METER	TV	TELEVISION UTILITY
GUY	GUY ANCHOR	TYP	TYPICAL
GV	GAS VALVE	UT	UNKNOWN UTILITY
IRR	IRRIGATION UTILITY	WL	WATER LINE
JP	JOINT POLE	WM	WATER METER
LG	LIP OF GUTTER	WV	WATER VALVE
M	MONUMENT		

BASIS OF ELEVATION:

BENCHMARK: THE BASIS OF ELEVATIONS FOR THIS SURVEY IS CONTRA COSTA COUNTY BENCHMARK #1527, BEING A BRONZE C.C.C. BM DISC. SET IN TOP OF STORM DRAIN JUNCTION BOX IN BACK OF CURB, WEST SIDE OF THE INTERSECTION OF MEADOW LANE AND MARKET STREET, HAVING AN ELEVATION OF 33.354 FEET.

BASIS OF BEARING:

BASIS OF BEARINGS: THE BASIS OF BEARINGS FOR THIS SURVEY ARE TWO STANDARD STREET MONUMENTS FOUND ALONG MARKET STREET, TAKEN AS NORTH 24°16'07" EAST, AS SHOWN PER CITY OF CONCORD "PROJECT #223, RIGHT OF WAY PARCEL MAP", DATED JANUARY 1977, LAST REVISED APRIL 1979, ACCEPTED MARCH 1984, O FILE WITH THE CITY OF CONCORD.

REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

REVIEWED BY: CITY OF CONCORD

FOR THE CITY ENGINEER _____ DATE _____

PERMIT #DEV

811 Know what's below. Call before you dig.

CONCORD HAMPTON INN BY HILTON - SITE DEVELOPMENT PLAN

R:\Jobs\1462\Site Development Plan\1462 – SITE DEVELOPMENT PLAN.dwg 1 – COVER 3-30-20 08:38:12 AM SeanSytkowski

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates

2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

SITE DEVELOPMENT PLAN — 1880 MARKET ST.

CONCORD HAMPTON INN BY HILTON

COVER SHEET

CITY OF CONCORD — CONTRA COSTA COUNTY — CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI DATE
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-21

REGISTERED PROFESSIONAL ENGINEER — MICHAEL EUGENE MILANI — No.35121 EXP. 09/30/21 — CIVIL — STATE OF CALIFORNIA

DESIGN:	KRA	JOB NO:	1462
DRAWN:	SMS/JJ	DATE:	MARCH 2020
CHECKED:	KRA	SCALE:	AS SHOWN

NO.	REVISIONS	BY	APP	DATE

SHEET C-1 OF 15 SHEETS

GENERAL NOTES:

1. CITY OF CONCORD STANDARD DRAWINGS AND SPECIFICATIONS, SPECIFIC NOTES AND DETAIL DRAWINGS HEREON AND IN THE GEOTECHNICAL REPORT, TAKE PRECEDENCE OVER GENERAL DRAWINGS AND PLANS UNLESS OTHERWISE DIRECTED BY ENGINEER. ANY DEVIATION FROM APPROVED PLANS DURING CONSTRUCTION WILL REQUIRE 48 HOURS PRIOR NOTICE TO THE ENGINEER AND APPROVAL OF THE CITY ENGINEER. AT LEAST ONE SET OF PLANS SHALL BE ON THE SITE AT ALL TIMES FOR INSPECTION.

2. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONNEL, CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS. CONSTRUCTION CONTRACTOR FURTHER AGREES TO DEFEND, INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF DESIGN PROFESSIONAL.

3. EXCAVATIONS SHALL BE ADEQUATELY SHORED, BRACED AND SHEETED SO THAT THE EARTH WILL NOT SLIDE OR SETTLE AND SO THAT ALL EXISTING IMPROVEMENTS OF ANY KIND WILL BE FULLY PROTECTED FROM DAMAGE. ANY DAMAGE RESULTING FROM LACK OF ADEQUATE SHORING, BRACING AND SHEETING, SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND HE SHALL EFFECT NECESSARY REPAIRS OR RECONSTRUCTION AT HIS OWN EXPENSE. WHERE THE EXCAVATION FOR A CONDUIT TRENCH, STRUCTURE AND/OR BORING OR JACKING PIT IS FIVE FEET OR MORE IN DEPTH THE CONTRACTOR SHALL CONFORM TO THE APPLICABLE CONSTRUCTION SAFETY ORDERS OF THE DIVISION OF INDUSTRIAL SAFETY OF THE STATE OF CALIFORNIA. THE CONTRACTOR SHALL ALWAYS COMPLY WITH O.S.H.A. REQUIREMENTS.

4. CONTRACTOR SHALL COMPLY WITH ALL STATE, COUNTY AND CITY LAWS AND ORDINANCES; AND REGULATIONS OF THE DEPARTMENT OF INDUSTRIAL RELATIONS, O.S.H.A., AND INDUSTRIAL ACCIDENT COMMISSION RELATING TO THE SAFETY AND CHARACTER OF WORK, EQUIPMENT, AND LABOR PERSONNEL.

5. ALL MATERIALS AND METHODS OF CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST CITY OF CONCORD STANDARD PLANS AND SPECIFICATIONS, AND SHALL BE SUBJECT TO INSPECTION BY THE CITY OF CONCORD ENGINEERING DIVISION.

6. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF THE DIVISION OF INDUSTRIAL SAFETY PERTAINING TO "CONFINED SPACES." ANY MANHOLE, CULVERT, DROP INLET OR TRENCH (WHICH COULD CONTAIN AIR), THAT IS NOT READILY VENTILATED, MAY BE CONSIDERED A "CONFINED SPACE."

7. CONTRACTOR SHALL POST EMERGENCY TELEPHONE NUMBERS FOR PUBLIC WORKS, AMBULANCE, POLICE DEPARTMENT AND FIRE DISTRICT AT THE JOB SITE.

8. NOISE-PRODUCING CONSTRUCTION AND GRADING OPERATIONS SHALL BE LIMITED TO WEEKDAYS (MONDAY THROUGH FRIDAY) EXCEPT CITY HOLIDAYS AND FROM THE HOURS OF 7:30 A.M. TO 6:00 P.M. ALL EQUIPMENT SHALL BE ADEQUATELY MUFFLED AND MAINTAINED. NO CHANGES SHALL BE ALLOWED WITHOUT PRIOR WRITTEN CONSENT OF THE CITY. ALL REQUESTS FOR CHANGES MUST BE MADE A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CHANGE.

9. THE CONTRACTOR SHALL PROVIDE ALL LIGHTS, SIGNS, BARRICADES, FLAGMEN, OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND TO MAINTAIN TRAFFIC CONTROL AT ALL TIMES. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE CITY FOR APPROVAL BEFORE ANY WORK IS PERFORMED IN THE STREET.

10. IT SHALL BE UNDERSTOOD THAT THE TERM "CITY ENGINEER" AS USED HEREIN IS THE CITY ENGINEER OF THE CITY OF CONCORD OR HIS AUTHORIZED REPRESENTATIVE.

11. THE CONTRACTOR SHALL PROVIDE FOR INGRESS AND EGRESS TO ANY PRIVATE PROPERTY ADJACENT TO THE WORK AREA THROUGHOUT THE PERIOD OF CONSTRUCTION.

12. ENCROACHMENT PERMITS ARE REQUIRED FOR WORK WITHIN PUBLIC RIGHTS OF WAY AND SHALL BE OBTAINED BY THE CONTRACTOR.

13. OBSTRUCTIONS INDICATED ARE FOR INFORMATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THE LOCATION AND DEPTH OF ALL OBSTRUCTIONS WITH THE APPROPRIATE AGENCIES. NEITHER THE OWNER NOR THE ENGINEER ASSUMES RESPONSIBILITY THAT THE OBSTRUCTIONS INDICATED WILL BE THE OBSTRUCTIONS ENCOUNTERED.

14. THE CONTRACTOR SHALL NOT DISTURB OR DESTROY ANY PERMANENT SURVEY POINTS WITHOUT THE CONSENT OF THE ENGINEER. ANY PERMANENT MONUMENT OR POINTS DESTROYED SHALL BE RESTORED BY A REGISTERED ENGINEER OR LICENSED SURVEYOR AT THE CONTRACTOR'S EXPENSE.

15. FENCE LINES, POLES, PROPERTY LINES, AND PROPERTY IMPROVEMENT, ADJACENT TO THE PROPOSED CONSTRUCTION OPERATION SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OPERATION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY THESE AREAS WITH THE ENGINEER AND OWNER PRIOR TO BEGINNING CONSTRUCTION.

16. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL OF THE ENTIRE CONSTRUCTION OPERATION AND TO MINIMIZE EROSION.

17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING REQUIRED INSPECTIONS AND SHALL GIVE NOTICE TO THE CITY ENGINEER, GEOTECHNICAL ENGINEER, PROJECT ENGINEER, OR OTHER REQUIRED INDIVIDUALS OR AGENCIES A MINIMUM OF 48 HOURS PRIOR TO, BUT NOT LIMITED TO, THE FOLLOWING: 1) BEGINNING OF ANY GRADING ACTIVITY; 2) COMPLETION OF ROUGH GRADING; 3) COMPLETION OF FINAL GRADING; 4) COMPLETION OF ALL EROSION CONTROL MEASURES; AND 5) READINESS OF SITE FOR FINAL SITE INSPECTION.

18. THE CONTRACTOR SHALL CONTROL DUST BY WATERING EXPOSED SURFACES AS NEEDED. INCREASED WATERING SHALL BE REQUIRED WHEN WIND SPEEDS EXCEED 10 MPH OR WHEN DIRECTED BY THE CITY.

19. NO PERSON SHALL, WHEN HAULING ANY EARTH, SAND, GRAVEL, STONE, DEBRIS, PAPER, OR ANY OTHER SUBSTANCE OVER ANY PUBLIC STREET, ALLEY OR OTHER PUBLIC PLACE, ALLOW MATERIAL TO BLOW OR SPILL OVER AND UPON SAID PUBLIC OR ADJACENT PRIVATE PROPERTY. ALL LOADS LEAVING THE SITE SHALL BE COVERED.

20. THE CONTRACTOR SHALL PROVIDE ADEQUATE CONSTRUCTION MEASURES TO PREVENT THE TRACKING OF SOIL, DUST, OR CONSTRUCTION DEBRIS ON PUBLIC STREETS.

21. ALL CONSTRUCTION STAKING SHALL BE DONE BY A REGISTERED CIVIL ENGINEER OR LICENSED LAND SURVEYOR. THE NUMBER AND LOCATION OF STAKES REQUIRED SHALL BE DETERMINED BEFORE CONSTRUCTION BEGINS. ALL STAKING REQUESTS SHALL BE DIRECTED TO THE ENGINEER A MINIMUM OF 48 HOURS PRIOR TO ACTUAL NEED. ANY ADDITIONAL STAKING OR RESTAKING WILL ONLY BE DONE AS DIRECTED AND AUTHORIZED BY THE OWNER OR HIS AUTHORIZED AGENT. THE CITY ENGINEER HAS THE AUTHORITY TO REQUIRE THE OWNER OR HIS AUTHORIZED AGENT TO PLACE ADDITIONAL STAKES OR RESTAKES AS HE DEEMS NECESSARY FOR PROPER CONSTRUCTION OR TO AVOID CONFLICTS.

22. ALL EXISTING ELEVATIONS SHOWN ARE AS MEASURED IN THE FIELD, UNLESS OTHERWISE NOTED.

23. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO COORDINATE ALL NECESSARY UTILITY RELOCATIONS WITH THE APPROPRIATE UTILITY COMPANIES.

24. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT IN PLACE (BY ANY MEANS NECESSARY) ALL EXISTING UTILITIES UNLESS OTHERWISE SPECIFIED ON THESE PLANS OR AS DIRECTED BY THE ENGINEER.

25. THE CONTRACTOR SHALL REMOVE ALL TREES INCLUDING MAJOR ROOT SYSTEMS AND OTHER OBSTRUCTIONS NECESSARY FOR PUBLIC IMPROVEMENTS OR FOR PUBLIC SAFETY AS DIRECTED BY THE CITY ENGINEER. SEE SPECIAL TREE NOTE.

26. ALL EXISTING WELLS, SEPTIC TANKS, OR HOLDING TANKS LOCATED ON THE PROPERTY SHALL BE SEALED, FILLED AND ABANDONED PRIOR TO THE START OF GRADING OPERATIONS, AS DIRECTED BY THE CITY ENGINEER. CONTRACTOR SHALL OBTAIN APPROPRIATE COUNTY PERMITS AND INSPECTIONS AND SUBMIT COPIES TO ENGINEERING DIVISION.

27. ALL GRADING, SITE PREPARATION, AND PLACING AND COMPACTION OF FILL SHALL BE DONE IN ACCORDANCE WITH THE STANDARDS OF THE CITY OF CONCORD AND PER THE RECOMMENDATIONS OF THE SUBJECT PRELIMINARY GEOTECHNICAL EXPLORATION REPORT PREPARED BY PROFESSIONAL SERVICE INDUSTRIES, INC., PROJECT NUMBER 575-75006, UNDER THE DIRECT OBSERVATION OF THE GEOTECHNICAL ENGINEER AND THE CITY ENGINEER. IN PARTICULAR, THE FOLLOWING WORK ITEMS WILL BE DETERMINED DURING SITE GRADING BY THE GEOTECHNICAL ENGINEER OR ENGINEERING GEOLOGIST AND WILL BE SUBJECT TO THEIR APPROVAL.

    A. SEQUENCE OF GRADING IN REGARD TO THE LOCATION OF THE PLACEMENT OF EXPANSIVE ON-SITE SOILS;
    B. THE CONDITION OF THE SUBGRADE PRIOR TO PLACEMENT OF ANY NEW FILL;

    SUBSEQUENT TO COMPLETION OF THE WORK, THE GEOTECHNICAL ENGINEER AND ENGINEERING GEOLOGIST SHALL SUBMIT A REPORT TO THE CITY ENGINEER STATING THAT ALL WORK HAS BEEN DONE TO THEIR SATISFACTION.

28. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THE EXISTENCE OF ANY AND ALL UNDERGROUND FACILITIES, WHICH MAY BE SUBJECT TO DAMAGE BY REASON OF HIS OPERATIONS. THE CONTRACTOR SHALL NOTIFY UNDERGROUND SERVICE ALERT (USA) AT 811, 48 HOURS PRIOR TO ANY EXCAVATION. WORK SHALL START WITHIN 5 DAYS AFTER THE ISSUANCE OF A USA INQUIRY IDENTIFICATION NUMBER. COMPLETE REMOVAL OF THE USA MARKINGS SHALL BE WITHIN 2 WORKING DAYS AFTER COMPLETION OF THE EXCAVATION, BACKFILL AND SURFACE REPLACEMENT OR FOURTEEN (14) CALENDAR DAYS FOLLOWING THE ISSUANCE OF THE INQUIRY IDENTIFICATION NUMBER WHICHEVER IS EARLIER.

29. IF ARCHAEOLOGICAL MATERIALS ARE UNCOVERED DURING GRADING, TRENCHING OR OTHER EXCAVATION, EARTHWORK WITHIN 100 FEET OF THESE MATERIALS SHALL BE STOPPED UNTIL A PROFESSIONAL ARCHAEOLOGIST WHO IS CERTIFIED BY THE SOCIETY OF CALIFORNIA ARCHAEOLOGY OR S.O.P.A. HAS HAD AN OPPORTUNITY TO EVALUATE THE SIGNIFICANCE OF THE FIND AND SUGGEST APPROPRIATE MITIGATION MEASURES, IF THEY ARE DEEMED NECESSARY.

30. THE CONTRACTOR SHALL SUBMIT A SCHEDULE OF ALL GRADING OPERATIONS AND RECEIVE APPROVAL OF SAID SCHEDULE FROM THE CITY ENGINEER PRIOR TO OR THE DAY OF THE PRE-CONSTRUCTION CONFERENCE.

GENERAL NOTES CONTINUED:

31. NO GRADING OR RELATED WORK SHALL BE DONE PRIOR TO THE ISSUANCE OF A GRADING PERMIT.

32. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE FROM THE SITE ALL MATERIALS RESULTING FROM CLEARING, GRUBBING AND DEMOLITION OPERATIONS.

33. ROUND CUT AND FILL SLOPES INTO EXISTING CONTOURS TO ACHIEVE A NATURAL EFFECT.

34. A PRECONSTRUCTION CONFERENCE SHALL BE SCHEDULED AT LEAST TWO WORKING DAYS IN ADVANCE OF COMMENCEMENT OF ANY CONSTRUCTION WORK FOR THE IMPROVEMENTS DELINEATED WITHIN THIS SET OF PLANS. THE FOLLOWING INDIVIDUALS SHALL BE IN ATTENDANCE: OWNER, LANDSCAPE ARCHITECT, CONTRACTORS, CITY ENGINEER, CONSTRUCTION INSPECTOR OR THEIR AUTHORIZED REPRESENTATIVES.

35. PRIOR TO ISSUANCE OF A GRADING PERMIT FOR EACH PHASE OF THE DEVELOPMENT, THE LANDSCAPE ARCHITECT SHALL OBSERVE AND CERTIFY AS COMPLETE ALL TREE PRESERVATION MEASURES. NO MATERIALS, EQUIPMENT, VEHICLES, ETC. SHALL BE STORED, PARKED, OR DRIVEN WITHIN THE DRIP LINE OR UNDER THE CANOPY OF ANY TREE WHICH IS TO BE SAVED.

36. DURING GRADING A REGISTERED GEOTECHNICAL ENGINEER SHALL OBSERVE AND APPROVE ALL CUT SLOPES AND ALL EXCAVATIONS. ALL FILL SLOPES SHALL BE DOCUMENTED AND SUBMITTED TO THE ENGINEERING DIVISION TO BE KEPT ON FILE.

37. BEST MANAGEMENT PRACTICES SHALL BE UTILIZED AT ALL TIMES TO COMPLY WITH THE CITY OF CONCORD STORM WATER MANAGEMENT AND DISCHARGE CENTRAL ORDINANCE.

38. STOCKPILED TOPSOIL SHALL BE UTILIZED FOR ONSITE REVEGETATION ONLY.

39. REFUELING OF VEHICLES AND EQUIPMENT SHALL BE PROHIBITED WITHIN 100 FEET OF ALL DRAINAGES.

40. ALL EQUIPMENT AND VEHICLES SHALL BE CLEAN OF GREASE AND/OR HYDRAULIC LEAKS.

41. ALL TRENCH BACKFILL SHALL CONFORM TO CITY OF CONCORD STANDARD PLAN S-17.

42. STOCKPILES OF SOIL, TOPSOIL, CONSTRUCTION DEBRIS, OR ANY OTHER MATERIALS WHICH MAY BE A POTENTIAL SOURCE OF WINDBLOWN PARTICULATES SHALL BE COVERED DURING SITE PREPARATION AND CONSTRUCTION ACTIVITIES, AS NECESSARY OR AS DIRECTED BY THE CITY.

43. THE PROJECT APPLICANT SHALL SWEEP STREETS DAILY, OR AS NECESSARY, WITH WATER SWEEPERS IF VISIBLE SOIL MATERIAL IS CARRIED ONTO ADJACENT PUBLIC STREETS.

44. THE CONTRACTOR SHALL SUBMIT A NOISE CONTROL PLAN AND A DUST CONTROL PLAN TO THE CITY FOR REVIEW AND APPROVAL PRIOR TO COMMENCEMENT OF WORK.

45. THE PERMITTEE/CONTRACTOR SHALL NOTIFY THE CITY OF CONCORD ENGINEERING DIVISION TWO (2) BUSINESS DAYS PRIOR TO THE START OF ANY WORK.

46. CONTACTING USA DOES NOT RELIEVE THE CONTRACTOR FROM HIS RESPONSIBILITY TO DETERMINE LOCATION AND DEPTH OF BURIED UTILITIES OR REPAIR OF BURIED UTILITIES DAMAGED BY HIS OPERATION.

47. GRADING OPERATIONS SHALL BE CONDUCTED IN ACCORDANCE WITH THE RECOMMENDATIONS CONTAINED IN THE SOILS INVESTIGATION REPORT. THE SOILS ENGINEER WILL BE RESPONSIBLE FOR THE ON SITE INSPECTION AND QUALITY CONTROL FOR THE GRADING OPERATION. PLAN REQUIREMENTS AND CONSTRUCTION CONTROL WITH RESPECT TO EARTHWORK, SLOPE STABILITY, SETTLEMENT, COMPACTION, ETC., AS SHOWN HEREIN ARE PROVIDED BY THE SOILS ENGINEER. THE CONTRACTOR SHALL READ AND BE FULLY AWARE OF THE SOILS REPORT BEFORE STARTING WORK. ALL WORK SHALL MEET THE APPROVAL OF THE CITY OF CONCORD.

48. THE CONTRACTOR IS RESPONSIBLE FOR MATCHING EXISTING STREETS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS, SURROUNDING LANDSCAPE AND OTHER IMPROVEMENTS WITH A SMOOTH TRANSITION IN GRADE AVOIDING ANY ABRUPT OR APPARENT CHANGES IN GRADE OR CROSS SLOPE, LOW SPOTS OR HAZARDOUS CONDITIONS.

49. EXISTING CURB AND SIDEWALK WITHIN THE PROJECT LIMITS THAT ARE DAMAGED OR DISPLACED, EVEN THOUGH THEY WERE NOT TO BE REMOVED, SHALL BE REPAIRED OR REPLACED, EVEN IF THE DAMAGE OR DISPLACEMENT OCCURRED PRIOR TO ANY WORK PERFORMED BY THE CONTRACTOR.

50. MUD TRACKED ONTO STREETS OR ADJACENT PROPERTIES SHALL BE REMOVED IMMEDIATELY, STREET SHALL BE SWEPT WITH A POWER SWEEPER (NOT PRESSURE WASHED) AS DIRECTED BY THE CITY.

51. A DISPOSAL SITE FOR ANY OFF-SITE HAUL OF DIRT MATERIALS SHALL BE APPROVED BY THE CITY PRIOR TO APPROVAL OF THE GRADING PERMIT. THE OFF-SITE HAUL ROUTE FOR EXCESS DIRT OR CONSTRUCTION DEBRIS IS SUBJECT TO APPROVAL OF THE CITY ENGINEER.

52. ANY NEW CUT OR FILL SLOPES, WHETHER INTERIM OR FINAL, SHALL BE HYDROMULTCHED AND OTHERWISE STABILIZED TO MITIGATE EROSION ON OR BEFORE OCTOBER 15TH OF EACH YEAR, NO NEW CUT OR FILL SLOPES MAY BE CREATED BETWEEN OCTOBER 16TH AND APRIL 14TH WITHOUT CITY APPROVAL.

53. A SEPARATE PERMIT IS REQUIRED FOR THE CONSTRUCTION OF RETAINING WALLS.

54. THE CONTRACTOR SHALL SUBMIT HIS ANNUAL O.S.H.A. PERMIT AT THE PRE-CONSTRUCTION MEETING.

STORM DRAIN NOTES:

1. THE CONTRACTOR SHALL PROVIDE SHORING AND/OR PROVISIONS TO PROTECT WORKMAN FOR ALL EXCAVATIONS IN IN ACCORDANCE WITH O.S.H.A. STANDARDS.

2. ALL STORM DRAIN PIPING SHALL BE ADS, PVC SDR-35, RCP CLASS III, OR APPROVED EQUIVALENT, EXCEPT WHEN COVER IS LESS THAN 30 INCHES. RCP CLASS III SHALL BE USED IN SHALLOW COVER AREAS AS NOTED ON THE PLAN SET. FOR SHALLOW LINES USE RCP CLASS III, OR EQUIVALENT, THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT THE PIPE AT SHALLOW DEPTH DURING CONSTRUCTION. BACKFILL SHALL BE PER CITY STANDARD S-17.

3. ALL STORM PIPE AND STRUCTURES WITHIN CITY OR COUNTY RIGHT-OF-WAY SHALL BE CONSTRUCTED PER CITY/ COUNTY DETAILS AS IDENTIFIED.

TRAFFIC CONTROL NOTES:

1. TRAFFIC CONTROL DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF TRAFFIC CONTROLS IN CONSTRUCTION AND MAINTENANCE WORK ZONES" BY THE U.S. DEPARTMENT OF TRANSPORTATION.

2. THE CONTRACTOR SHALL PROVIDE, AT ALL TIMES, LIGHTS, SIGNS, BARRICADES, CONES, FLAG MEN OR OTHER DEVICES NECESSARY TO PROVIDE FOR PUBLIC SAFETY AND TO MAINTAIN TRAFFIC CONTROLS.

3. THE CONTRACTOR SHALL LIMIT ANY LANE CLOSURES TO ONE LANE AT A TIME AND TO ONE SIDE OF THE ROADWAY ON ANY UNDIVIDED STREET UNLESS OTHERWISE APPROVED IN WRITING BY THE CITY OF CONCORD TRAFFIC DIVISION.

4. THE PERMITTEE SHALL NOTIFY, IN WRITING, ANY PROPERTY/BUSINESS OWNERS OF IMPENDING DETOURS OR LANE CLOSURES THAT MAY IMPACT THEIR PROPERTY AND/OR BUSINESS. THE WRITTEN NOTICE WILL BE HAND DELIVERED THREE (3) BUSINESS DAYS PRIOR TO IMPLEMENTING THE DETOUR AND/OR LANE CLOSURE. THE PERMITTEE SHALL SUBMIT TO THE CITY PROOF THAT NOTICE WAS GIVEN AT LEAST TWO (2) BUSINESS DAYS PRIOR TO THE START OF WORK.

5. OVERNIGHT STORAGE OF CONSTRUCTION MATERIALS AND/OR EQUIPMENT IS NOT PERMITTED IN THE PUBLIC RIGHT-OF-WAY UNLESS OTHERWISE APPROVED IN WRITING BY THE CITY OF CONCORD. NO STORAGE OF MATERIAL SHALL BE ALLOWED, AT ANY TIME, WITHIN 40 FOOT OF AN INTERSECTION OR DRIVEWAY.

SEWER/UTILITIES INSTALLATION NOTES:

1. TRENCH SHALL NOT BE EXCAVATED MORE THAN WHAT MAY BE BACKFILLED AND COMPACTED WITHIN THE CURRENT WORKING DAY. A STEEL PLATE TO FACILITATE THE START OF NEXT DAYS WORK MAY COVER THE END OF THE TRENCH. THIS TRENCH PLATE SHALL NOT BE LEFT IN THE SAME LOCATION FOR MORE THAN ONE WORKING DAY. TRENCH PLATES LEFT FOR MORE THAN ONE DAY WILL BE REMOVED, BACKFILLED, COMPACTED, AND TEMPORARILY PAVED UNTIL WORK RESUMES.

2. ALL TRENCH BACKFILL, WHICH LIES WITHIN EITHER EXISTING, NEW OR NON ROADWAY AREAS, SHALL CONFORM TO THE BACKFILL SPECIFICATIONS OF THE CITY OF CONCORD STANDARD PLAN S-17.

3. ALL SANITARY SEWER INSTALLATIONS, PIPES AND STRUCTURES SHALL CONFORM TO CENTRAL CONTRA COSTA SANITARY DISTRICT AND CITY OF CONCORD REQUIREMENTS. SEWER MANHOLES SHALL HAVE PRECAST STEPS CONFORMING TO CITY OF CONCORD STANDARD PLAN S-3. SEWER MANHOLE COVERS SHALL BE MARKED "CITY OF CONCORD" AS SHOWN ON CITY OF CONCORD STANDARD

4. ALL SEWER LATERALS SHALL HAVE CLEANOUTS 2'+/- BEHIND THE PUBLIC RIGHT-OF-WAY AND A BACKWATER OVERFLOW DEVICE AT THE BUILDING PER (CCCSD SEC. 28-34). TR-5 CONNECTION OF NEW SEWER LATERALS TO EXISTING MANHOLES SHALL BE INSTALLED AT THE TOP OF THE CONCRETE SHELF AT THE BOTTOM OF THE MANHOLE.

CONTRA COSTA COUNTY FIRE DISTRICT (CCCFPD) NOTES

1. THE FDC AND PIV SHALL BE LOCATED AT THE FRONT (ADDRESS SIDE) OF THE BUILDING AS APPROVED BY THE FIRE DISTRICT.

2. THE FDC:
    - SHALL BE INSTALLED WITH A HEIGHT OF 30-44 INCHES ABOVE FINISHED GRADE.
    - SHALL BE LOCATED NOT MORE THAN 8 FEET BEYOND THE FACE OF THE CURB OR FRONT EDGE OF THE SIDEWALK.
    - THE FDC SHALL BE LOCATED AT LEAST 40 FEET, BUT NO FARTHER THAN 150 FEET, AWAY FROM THE NEAREST FIRE HYDRANT.
    - THE FDC SHALL BE EQUIPPED WITH A MINIMUM OF TWO 2 1/2" FEMALE CONNECTIONS. ADDITIONAL HOSE CONNECTIONS MAY BE REQUIRED BASED ON THE DEMANDS OF THE SYSTEM. THE SIZE AND QUANTITY OF FDCS SHALL BE DETERMINED BASED ON THE DEMANDS OF THE SYSTEM.
    - THE FDC SHALL BE EQUIPPED WITH METAL BREAKAWAY OR THREADED CAPS.
    - THE FDC SHALL BE PROVIDED WITH DUCTILE IRON PIPE ON THE SYSTEM SIDE OF THE FDC CHECK VALVE. OTHER MATERIALS ARE NOT APPROVED.

3. THE PIV (WHERE USED AS THE REQUIRED INDICATING VALVE):
    - SHALL BE SET SO THE TOP OF THE POST IS 36 INCHES ABOVE FINISHED GRADE.
    - SHALL BE EQUIPPED WITH BREAKAWAY LOCK TO SECURE THE VALVE KEY.

4. THE FDC AND PIV SHALL BE PAINTED RED AND SHALL BE PROVIDED WITH A DURABLE WEATHERPROOF LABEL OR PLACARD INDICATING THE ADDRESS SUPPORTED BY THE APPLIANCE. THE ADDRESS NUMBERS SHALL BE AT LEAST 2 INCHES IN HEIGHT ON A CONTRASTING BACKGROUND. THE FDC SHALL BE PROVIDED WITH LABELING AS TO ITS USE (AUTOMATIC SPRINKLER OR STANDPIPE).

5. THE FDC AND PIV SHALL BE SEPARATED FROM EACH OTHER BY AT LEAST 3 FEET AND SHALL BE LOCATED AT LEAST 3 FEET FROM OTHER APPLIANCES, OBJECTS, OR OBSTRUCTIONS. THE FDC AND PIV SHALL BE PROTECTED FROM VEHICULAR IMPACT BY BOLLARDS INSTALLED IN ACCORDANCE WITH CFC SECTION 312.1 WHEN LOCATED IN AREA SUBJECT TO VEHICLE TRAFFIC.

6. FIRE HYDRANTS SHALL BE LOCATED AT LEAST 24 INCHES, AND NO MORE THAN 36 INCHES, FROM THE BACK EDGE OF THE CURB TO THE CENTER LINE OF THE HYDRANT.

7. WHEN SUBJECT TO DAMAGE FROM VEHICULAR TRAFFIC OR BY OTHER MECHANICAL MEANS, HYDRANTS SHALL BE PROTECTED BY BOLLARDS CONSTRUCTED IN ACCORDANCE WITH CFC SECTION 312.1.

8. THE CENTER OF THE LOWEST OUTLET OF THE HYDRANT SHALL BE NOT LESS THAN 18 INCHES ABOVE FINAL GRADE.

9. FIRE HYDRANTS SHALL BE PAINTED YELLOW TO INDICATE THEY ARE PART OF THE PRIVATE FIRE SERVICE SYSTEM. WHERE HYDRANTS ARE SUPPLIED BY A FIRE PUMP, THEY SHALL BE PAINTED RED.

10. PROVIDE A SINGLE CHECK VALVE (SWING OR WAFER) LOCATED BETWEEN THE FDC AND HYDRANTS WHEN THE PRIVATE FIRE SERVICE MAIN SERVES FIRE HYDRANTS. PROVIDE AN APPROVED VALVE BOX FOR THE MAINTENANCE OF THE CHECK VALVE.

11. PVC PIPE SHALL BE A MINIMUM OF C900 CLASS 200. DUCTILE IRON PIPE SHALL BE CEMENT LINED.

12. PVC PIPE SHALL BE PROVIDED WITH TRACER WIRE.

13. THE UNDERGROUND PIPING SHALL HAVE A MINIMUM DEPTH OF BURY OF 30 INCHES FROM TOP OF PIPE TO FINISHED GRADE (36 INCHES BELOW DRIVEWAYS).

14. UNDERGROUND PIPE SHALL NOT BE RUN UNDER BUILDINGS EXCEPT FOR A MAXIMUM LENGTH OF 5 FEET TO SERVICE THE FIRE SPRINKLER RISER. THE PIPE UNDER THE BUILDING OR BUILDING FOUNDATION SHALL NOT CONTAIN MECHANICAL JOINTS. PROVIDE PROPER CLEARANCE AND ARCHING OF THE BUILDING FOOTING OVER THE TOP OF UNDERGROUND PIPE AND PROVIDE A MINIMUM OF 2 INCHES ANNULAR CLEARANCE AROUND ENTIRE PIPE PENETRATION OF THE FOUNDATION OR FLOOR.

15. INITIAL BACKFILL AND BEDDING SURROUNDING THE PIPE SHALL BE SAND OR PEA GRAVEL WITH A MINIMUM OF 6 INCHES BELOW AND ON THE SIDES AND A MINIMUM 12 INCHES ABOVE THE PIPE. FINAL BACKFILL SHALL BE CLEAN AND FREE OF ROCK (LARGER THAN $\frac{3}{4}$" IN SIZE) AND ALL FOREIGN MATERIAL (SEE DETAIL).

16. CORROSION RESISTANCE COATING AND WRAPPING, OR CATHODIC PROTECTION, SHALL BE PROVIDED FOR ALL UNPROTECTED FERROUS ELEMENTS OF THE SYSTEM, SHALL FULLY COVER THE AFFECTED SURFACES, AND SHALL BE INSTALLED AND INSPECTED PRIOR TO THE HYDROSTATIC TEST OF THE SYSTEM.

17. THRUST BLOCKS USED FOR RESTRAINT SHALL BE PROPERLY FORMED, CONSTRUCTED, AND INSTALLED AGAINST NON-DISTURBED SOIL PER THE NFPA STANDARD. THRUST BLOCKS SHALL BE PLACED SO THAT JOINTS WILL BE ACCESSIBLE FOR REPAIR. T-BOLTS, NUTS, FITTINGS AND GLANDS SHALL NOT BE COVERED WITH CONCRETE. THRUST BLOCKS SHALL BE INSTALLED AND INSPECTED PRIOR TO THE HYDROSTATIC TEST OF THE SYSTEM.

18. ALL SECTIONS OF PIPE SHALL BE PROPERLY RESTRAINED IN ACCORDANCE WITH THE APPROVED METHOD OF RESTRAINT PER THE FIRE DISTRICT APPROVED CONSTRUCTION PLANS. ANY DEVIATION FROM THE FIRE DISTRICT APPROVED PLANS REQUIRES RESUBMITTAL FOR APPROVAL. ALL FORMS OF RESTRAINT SHALL BE INSTALLED AND INSPECTED PRIOR TO THE HYDROSTATIC TEST OF THE SYSTEM.

19. ALL PIPE, FITTINGS, OR FORMS OF RESTRAINT SHALL BE LOCATED AT LEAST 12 INCHES FROM ANY ADJACENT PIPE IN THE SAME TRENCH.

20. PROVIDE A CONCRETE FOOTING WITH RESTRAINING RODS FOR THE PIV (SEE DETAIL).

21. ALL UNDERGROUND WORK SHALL BE PERFORMED BY A LICENSED (C-16, C-34, C-36 OR A) CONTRACTOR. CONTRACTOR SHALL PROVIDE THIS OFFICE WITH A COPY OF THEIR LICENSE UPON SUBMITTAL OF THE UNDERGROUND PLANS. CONTRACTORS SHALL NOT DESIGN WORK FOR INSTALLATION BY OTHERS. (CA BUSINESS & PROFESSIONS CODE 6737.3)

22. PRIOR TO THE FIRE SPRINKLER RISER HOOKUP OR ACCEPTANCE OF THE FIRE HYDRANT SYSTEM, THIS OFFICE SHALL WITNESS THE FOLLOWING TESTS AND INSPECTIONS:
    - UNDERGROUND VISUAL INSPECTION (TRENCH, INITIAL BACKFILL/BEDDING, PIPE, FITTINGS, RESTRAINT, CORROSION PROTECTION)
    - UNDERGROUND HYDROSTATIC TEST (200 PSI FOR 2 HOURS)
        - PRIOR TO THE WITNESSING OF THE HYDROSTATIC TEST, UNDERGROUND PIPING TRENCH SHALL BE BACKFILLED ONLY BETWEEN THE JOINTS. ALL FORMS OF RESTRAINT, FITTINGS AND GLANDS, AND JOINTS SHALL BE EXPOSED.
    - UNDERGROUND FIRE SERVICE FLUSH AND FINAL INSPECTION (FLUSH NOT LESS THAN 5 MINUTES)
        - THE FLUSH OF THE SYSTEM SHALL ACHIEVE A MINIMUM VELOCITY OF 10 FT/SECOND WITH ADEQUATE FLOWS TO PROPERLY CLEAN THE SYSTEM. THE CONTRACTOR SHOULD FAMILIARIZE THEMSELVES WITH THE REQUIRED FLOWS BASED ON THE SIZE OF THE PIPE PER THE NFPA STANDARD. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE REQUIRED HOSE OUTLETS AND CONNECTIONS TO ACHIEVE THE REQUIRED FLOW AS WELL AS THE HOSE, DIFFUSERS, AND OTHER NECESSARY EQUIPMENT TO SAFELY AND PROPERLY CONDUCT THE FLUSH TEST INCLUDING PROVISIONS FOR DRAINAGE.

23. A COMPLETED CONTRACTOR'S MATERIAL AND TEST CERTIFICATE SHALL BE PROVIDED TO THE FIRE DISTRICT AT THE FINAL INSPECTION. FAILURE TO PROVIDE THIS WILL RESULT IN DELAYS OF FINAL ACCEPTANCE OF THE SYSTEM.

CCCFD CONTACT INFORMATION:
2010 GEARY ROAD, PLEASANT HILL, CA 94523
(925) 930-5500

REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

REVIEWED BY: CITY OF CONCORD

FOR THE CITY ENGINEER   DATE

PERMIT #DEV

Know what's below. 811 before you dig.

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates
2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

SITE DEVELOPMENT PLAN — 1880 MARKET ST.

CONCORD HAMPTON INN BY HILTON

GENERAL NOTES

CITY OF CONCORD — CONTRA COSTA COUNTY — CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI   DATE
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-21

DESIGN:	KRA	JOB NO:	1462
DRAWN:	SMS/JJ	DATE:	MARCH 2020
CHECKED:	KRA	SCALE:	AS SHOWN

REGISTERED PROFESSIONAL ENGINEER — MICHAEL EUGENE MILANI — No.35121 — EXP. 09/30/21 — CIVIL — STATE OF CALIFORNIA

NO.	REVISIONS	BY	APP	DATE

SHEET C-2 OF 15 SHEETS

CONCORD HAMPTON INN BY HILTON - SITE DEVLOPMENT PLAN

R: \jobs\1462\Site Development Plan\1462 - SITE DEVELOPMENT PLAN.dwg 2-NOTES 3-30-20 08:38:26 AM SeanSytkowski

REVIEWED BY: CITY OF CONCORD

FOR THE CITY ENGINEER _____ DATE _____

PERMIT #DEV

REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

SCALE: 1"=20'

MARKET STREET (RIGHT-OF-WAY VARIES)

PINE STREET (RIGHT-OF-WAY VARIES)

CLAYTON ROAD (110' RIGHT-OF-WAY)

TDI AUTO GROUP #2019-0097736, PCL 1 6/26/2019 126-291-021-7 (T/R PCL 1) 49,457.4 SQ.FT± (1.14 ACRES±)

TDI AUTO GROUP #2019-0097736, PCL-2 6/26/2019 126-291-010-0 (T/R PCL 2) 4568.3 SQ FT± (0.10 ACRES±)

CHERN INVESTMENTS #2013-0078254 3/28/2013 126-291-016-7 AC PARKING LOT

CHERN INVESTMENTS #2013-0078256 3/28/2013 269 M 9 LOT 1 128-480-001 THRU -025

ENGINEER 14578 OR 432 9/14/1988 126-291-017-5

CA 242 ON RAMP

CA 242 OFF RAMP

811 Know what's below. 811 before you dig.

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates

2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

SITE DEVELOPMENT PLAN

1880 MARKET ST.

CONCORD HAMPTON INN BY HILTON

EXISTING SITE CONDITIONS

CITY OF CONCORD CONTRA COSTA COUNTY CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI DATE
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-21

DESIGN:	KRA	JOB NO:	1462
DRAWN:	SMS/JJ	DATE:	MARCH 2020
CHECKED:	KRA	SCALE:	AS SHOWN

REGISTERED PROFESSIONAL ENGINEER MICHAEL EUGENE MILANI No.35121 EXP. 09/30/21 CIVIL STATE OF CALIFORNIA

NO.	REVISIONS	BY	APP	DATE

SHEET C-3 OF 15 SHEETS

CONCORD HAMPTON INN BY HILTON - SITE DEVELOPMENT PLAN

R:\Jobs\1462\Site Development Plan\1462 - SITE DEVELOPMENT PLAN.dwg 3 - EXISTING 3-30-20 08:38:39 AM SeanSytkowski

REVIEWED BY: CITY OF CONCORD

FOR THE CITY ENGINEER _____ DATE _____

PERMIT #DEV

TDI AUTO GROUP
#2019-0097736,
PCL 1
6/26/2019
126-291-021-7
(T/R PCL 1)
49,457.4 SQ FT±
(1.14 ACRES±)

TDI AUTO GROUP
#2019-0097736,
PCL-2
6/26/2019
126-291-010-0
(T/R PCL 2)
4568.3 SQ FT±
(0.10 ACRES±)

MARKET STREET
WIDTH VARIES

PINE STREET
WIDTH VARIES

CLAYTON ROAD
110' WIDE

BASIS OF BEARINGS
N24°16'07"E 1185.21' (M-M)

ENGINEER
14578 OR 432
9/14/1988
126-291-017-5

CHERN
INVESTMENTS
#2013-0078254
3/28/2013
126-291-016-7

CHERN
INVESTMENTS
#2013-0078256
3/28/2013
269 M 9
LOT 1
128-480-001
THRU -025

CITY OF CONCORD
#2019-0097736-00, PCL-3
(TR EX #18)

CITY OF CONCORD
4628 OR 498
(TR EX #9)

CITY OF CONCORD
#2019-0097736-00, PCL-4
(TR EX #18)
&
FLOOD CONTROL & WATER
CONSERVATION DISTRICT
9445 OR 810
(TR EX #13)

CONTRA COSTA COUNTY FLOOD
CONTROL AND WATER
CONSERVATION DISTRICT
6028 OR 280
(TR EX #11)

CONTRA COSTA COUNTY FLOOD
CONTROL AND WATER
CONSERVATION DISTRICT
6028 OR 280
CONTROL LINE
(TR EX #11)

CONTRA COSTA COUNTY
FLOOD CONTROL AND WATER
CONSERVATION DISTRICT
6309 OR 335
(2365 OR 228)
(TR EX #7)

PG&E
5480 OR 559, PCL 2
POLE LINE EASEMENT
(TR EX #10)

PG&E
5480 OR 559
POLE LINE EASEMENT
(TR EX #10)

FLOOD CONTROL & WATER
CONSERVATION DISTRICT
9445 OR 810
(TR EX #13)

66'
6611 OR 741
FLOOD CONTROL EASEMENT
(TR EX #12)

PACIFIC TELEPHONE AND TELEGRAPH
1692 OR 42
(SOUTH 10' OF 819 OR 310, PCL 2)
(TR EX #06)

PROJECTED CL PER CITY OF
CONCORD "PROJECT #223"

N24°16'07"E 105.72'
N34°12'57"W 73.00'
N88°18'22"E 152.20'
N88°18'22"E 5.93'
N34°12'57"W
N34°12'57"W 142.04'
N24°16'07"E 223.36'
N24°16'07"E 211.85'
N41°50'46"W 115.36'
N41°50'53"W 160.40'
N41°50'53"W 198.97'
N41°50'46"W 135.47'
N29°18'03"W 10.00'
N29°18'03"W 4.30'
N60°41'57"E 237.84'
N60°41'57"E 64.05'
N60°41'57"E 153.38'
N60°41'57"E 111.45'
N82°39'30"E 336.55'
N84°27'52"E 56.88'
N18°27'22"W 41.79'
N18°27'22"W 84.51'
N29°11'49"W 92.92'
N24°16'07"E 211.85'

Δ=39°08'28" R=193.00' L=131.85'
N42°05'23"W 59.98'
Δ=35°50'26" R=138.00' L=86.33'
Δ=104°02'12" R=478.50' L=869.13'
Δ=111°19'57" R=50.00' L=97.16'
Δ=04°20'34" R=395.00' L=29.94'
Δ=43°54'37" R=450.00' L=344.87'
Δ=90°06'14" R=10.00' L=15.73'
Δ=94°54'54" R=50.00' L=82.83'

20 10 0 20 40 60
SCALE: 1"=20'

REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

811 Know what's below. Call before you dig.

CONCORD HAMPTON INN BY HILTON - SITE DEVELOPMENT PLAN

R:\Jobs\1462\Site Development Plan\1462 - SITE DEVELOPMENT PLAN.dwg 4 - LEGAL 3-30-20 08:38:49 AM SeanSykowski

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates

2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

SITE DEVELOPMENT PLAN — 1880 MARKET ST.

CONCORD HAMPTON INN BY HILTON

LEGAL

CITY OF CONCORD — CONTRA COSTA COUNTY — CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI DATE
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-21

DESIGN: KRA	JOB NO: 1462
DRAWN: SMS/JJ	DATE: MARCH 2020
CHECKED: KRA	SCALE: AS SHOWN

REGISTERED PROFESSIONAL ENGINEER — MICHAEL EUGENE MILANI — No.35121 EXP. 09/30/21 — CIVIL — STATE OF CALIFORNIA

NO.	REVISIONS	BY	APP	DATE

SHEET C-4 OF 15 SHEETS

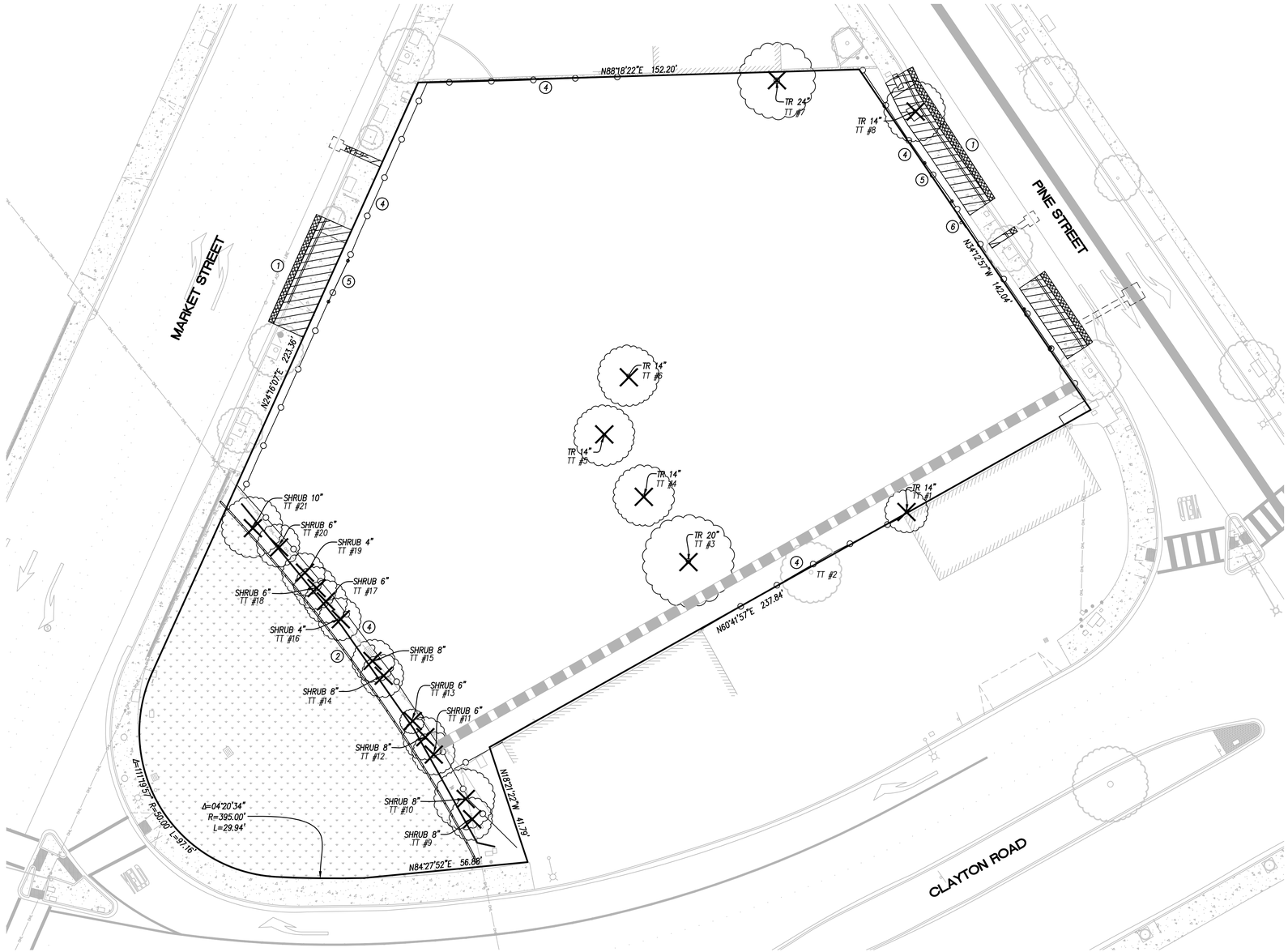
REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

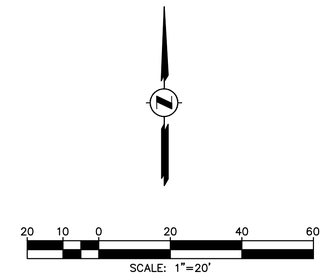
DEMOLITION LEGEND

EXISTING TREE TO BE REMOVED (NOT PROTECTED PER CITY ORDINANCE)

EXISTING CONCRETE TO BE REMOVED

EXISTING PAVEMENT TO BE REMOVED





ABBREVIATIONS

TR	TREE
TT	TREE TAG

DEMOLITION NOTES

1. REMOVE (E) CONCRETE DRIVEWAY
2. REMOVE (E) CONCRETE MOW STRIP
3. REMOVE (E) CONCRETE RETAINING WALL
4. REMOVE (E) FENCING
5. REMOVE (E) GATE
6. REMOVE (E) SIGN "NO TRESPASSING"

DEMOLITION QUANTITIES

6' CHAINLINK FENCE REMOVAL	600 LF
AC PAVEMENT REMOVAL	280 SF
CONCRETE REMOVAL	1,180 SF
SIGN REMOVAL	2 TOTAL
TREE REMOVAL	20 TOTAL

REVIEWED BY: CITY OF CONCORD

FOR THE CITY ENGINEER _____ DATE _____

PERMIT #DEV

811 Know what's below. 811 before you dig.

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates

2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

SITE DEVELOPMENT PLAN — 1880 MARKET ST.

CONCORD HAMPTON INN BY HILTON

DEMOLITION AND TREE REMOVAL PLAN

CITY OF CONCORD — CONTRA COSTA COUNTY — CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI — DATE
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-21

DESIGN:	KRA	JOB NO:	1462
DRAWN:	SMS/JJ	DATE:	MARCH 2020
CHECKED:	KRA	SCALE:	AS SHOWN

REGISTERED PROFESSIONAL ENGINEER — MICHAEL EUGENE MILANI — No. 35121 EXP. 09/30/21 — CIVIL — STATE OF CALIFORNIA

NO.	REVISIONS	BY	APP	DATE

SHEET C-5 OF 15 SHEETS

CONCORD HAMPTON INN BY HILTON - SITE DEVELOPMENT PLAN

R:\Jobs\1462\Site Development Plan\1462 - SITE DEVELOPMENT PLAN.dwg 5 - DEMO 3-30-20 08:39:08 AM SeanSykowski

APPENDIX E

ALUC LETTER

Airport Land Use Commission

c/o Department of Conservation & Development

30 Muir Road
Martinez, CA 94553

Phone: 1-855-323-2626

Contra Costa County

May 19, 2020

Joan Ryan
City of Concord
Planning Division
1950 Parkside Drive, M/S 53
Concord, CA 94519

Re: Application Review – Hampton Inn Hotel
ALUC File#: AC20-0002
APN 126-291-021; 010
1800 Market St., Concord

Dear Miss Ryan:

Thank you for the opportunity to review the subject application. The applicant is requesting a review and determination of consistency with the *Contra Costa Airport Land Use Compatibility Plan* ("Plan") for a proposed General Plan Amendment from Regional Commercial to Commercial Mixed Use, Rezoning from Regional Commercial to Commercial Mixed Use zoning district, and a Use Permit for the construction of an 86-room, 4-story, 48,100 sq. ft. hotel on an approximately 1.24 acre site. The subject site is located at the intersections of Market St., Willow Pass Rd. and Clayton Rd. The Airport Land Use Commission ("ALUC" or "Commission") relies on the Plan, as well as applicable state and federal regulations to review airport (non-aviation) and adjacent land use development proposals. After reviewing the information provided (proposed project plans referred to ALUC staff 4/13/20), ALUC staff finds the following:

Airport Influence Area: The subject property lies within the Airport Influence Area ("AIA") of Buchanan Field Airport.

Noise Compatibility Criteria: The subject site is not within any of the Buchanan Field Airport noise contours.

Safety Compatibility Criteria: The subject site is not within any of the Buchanan Field Airport Safety Zones.

Airspace Protection Criteria: Figure 3D of the Plan indicates the project site is within Buchanan Field Airport's Airspace Protection Surface "Runway 32R Approach Surface 34:1." Based on the proposed project site's distance from Runway 32R, Buchanan Field Airport's protected airspace would not be penetrated due to proposed object heights.

However, glare or distracting lights (which could be mistaken for airport lights) could pose a flight hazard and should be avoided at all times. There are no specific FAA or ALUC standards for this type of hazard as they are evaluated on a case-by-case basis. In any case, the proposed project should shield outdoor lights (permanent or temporary/construction related) downward to ensure they do not aim above the horizon.

Overflight: The subject site is located under Buchanan Field Airport flight paths where the presence of frequent aircraft overflights could potentially be annoying to people on the ground. Annoyance from the presence of frequent aircraft overflights and perceived safety could be factors for concern, but vary depending on the individual and therefore tend to be subjective. However, the characteristic of overflight concerns typically affect residential development, or development intending to host sensitive receptors (e.g. schools, hospitals, etc.). Therefore, based on the nature of the proposed land use, overflight should not be a compatibly concern.

ALUC Staff Determination: Based on reviewing the information provided, ALUC staff has determined that the proposed project does not contain characteristics likely to result in inconsistencies with the compatibility criteria and finds the project consistent with the Plan.

If you have any questions regarding the above comments, please do not hesitate to contact me at (925) 674-7832 or e-mail me at jamar.stamps@dcd.cccounty.us. Again, thank you for the opportunity to review the proposed project.

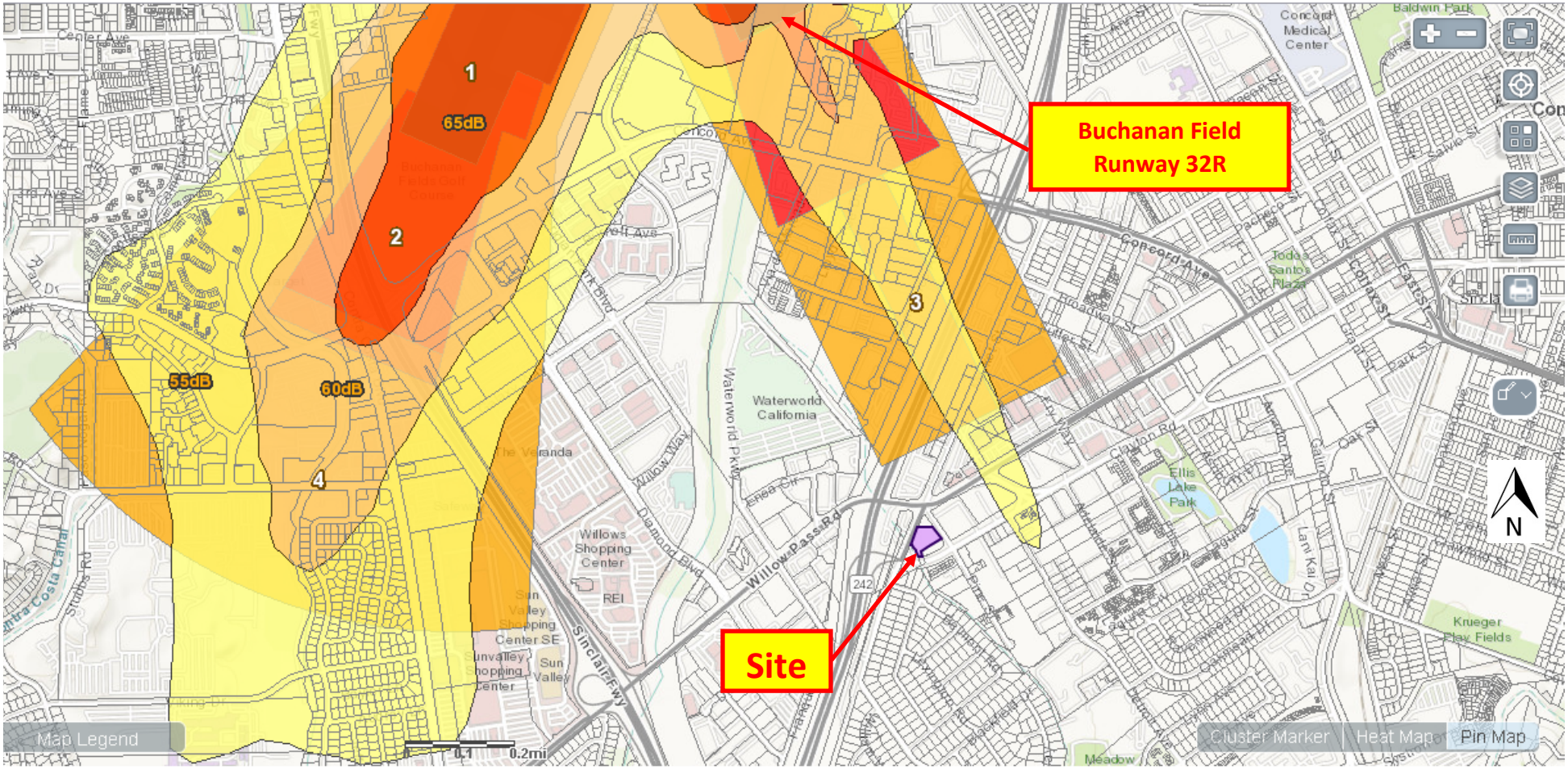
Sincerely,

Jamar Stamps, AICP
ALUC staff

Enclosures

cc: ALUC Commissioners

Application Review – Hampton Inn Hotel
ALUC File#: AC20-0002



APN 126-291-021; 010

1800 Market St.

City of Concord

Noise Contour: N/A

Safety Zone: N/A

Buchanan Field Noise Contours

- 55 dBs
- 60 dBs
- 65 dBs

Buchanan Field Safety Zones

- Buchanan Field Safety Zone 1
- Buchanan Field Safety Zone 2
- Buchanan Field Safety Zone 3
- Buchanan Field Safety Zone 4

APPENDIX F

MITIGATION MONITORING AND REPORTING PLAN

CITY OF CONCORD
CONCORD HAMPTON INN

MITIGATED NEGATIVE DECLARATION

MITIGATION MONITORING AND REPORTING PROGRAM

Introduction

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to Section 21081.6 of the California Public Resources Code. A MMRP is required for the Approved Project because the Mitigated Negative Declaration (MND) has identified potential adverse effects that will be reduced to less-than-significant levels through the implementation of mitigation measures. The numbering of the individual mitigation measures follows the numbering sequence as found in the MND.

Mitigation Monitoring and Reporting Program

The MMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in the MND.

The City of Concord (City) will be the primary agency responsible for implementing the mitigation measures. The City may choose to require the project contractor to implement specific mitigation measures prior to and/or during construction. In some cases, the City or other public agencies will implement measures.

The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken verbatim from the MND, in the same order that they appear in the MND.

- **Timing/Frequency of Action:** Identifies at which stage of the project mitigation must be completed and how it will be implemented.

- **Responsible of Implementing:** Identifies the agency or department within the City responsible for implementing the mitigation measure.

- **Responsible for Monitoring:** Identifies the agency or department within the City responsible for mitigation monitoring and enforcement.

- **Verification of Compliance:** Identifies the initials of the responsible agency's representative and the date the representative verified implementation of the specific mitigation measure.

Mitigation Monitoring and Reporting Plan

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
3.3	**AIR QUALITY**					
AQ-1	The following BMPs will be implemented during construction. a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered. c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer‘s specifications. All equipment shall be checked by a certified visible emissions evaluator. h. Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District‘s phone number shall also be visible	During Construction	Applicant	Construction Contractors/ BAAQMD	Site inspection to verify compliance with mitigation measures during construction; applicable forms submitted to BAAQMD	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	to ensure compliance with applicable regulations.					
3.4	**BIOLOGICAL RESOURCES**					
BIO-1	Should ground disturbing activities occur during nesting season (February 15 to September 15), a preconstruction nesting bird survey shall be conducted no more than 7 days prior to the start of ground disturbing activities. Areas within 500 feet of construction shall be surveyed for active nests. Should an active nest be identified, a "disturbance-free" buffer will be established based on the needs of the species identified and will be maintained until it can be verified that the nestlings have fledged. After fledging, work may proceed as normal. Should active nests be observed within 500 feet of construction, an avoidance buffer shall be implemented based on the needs of the species and as determined by a qualified biologist.	Prior to construction	PD/CDFW	PD/CDFW	Verify completion of surveys and additional stipulated mitigation if necessary	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
3.5	**CULTURAL**					
CR-1	a. The Project Applicant shall retain a qualified professional archaeologist and representative of the Native American community to provide a Worker Environmental Awareness briefing to construction workers regarding the potential for cultural resources prior to the onset of ground-disturbing activities. b. The Project Applicant shall retain a qualified professional archaeologist and a Native American monitor to observe all site grading at and below site surface until or unless excavations exceed the depth of Holocene soils. c. All construction within 50 feet shall halt if archaeological resources are uncovered during construction. Such materials may include, but not be limited to: unusual amounts of shell, stone, animal bone, bottle glass, ceramics, structure/building remains, etc. The on-site archaeologist, in consultation with the Native American monitor, shall identify the materials, determine their possible significance, and formulate appropriate measures for their treatment. Potential treatment methods for significant and potentially significant resources may include, but would not be limited to avoidance of the resource through changes in construction methods or project design, recordation, or implementation of a program of testing and data recovery, in accordance with all applicable federal and state requirements. Treatment shall be implemented by the Project Applicant and/or their contractors prior to resuming construction within the vicinity of the find.	Ongoing and During Construction	PWS	PWS	Verify that a qualified archaeologist would be available. If any find is determined to be significant, verify completion and implementation of Treatment Plan according to current professional standards	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
CR-2	All construction within 50 feet shall halt if human remains are uncovered during construction. California law recognizes the need to protect interred human remains, particularly Native American burials and items of cultural patrimony, from vandalism and inadvertent destruction. The procedures for the treatment of discovered human remains are contained in California Health and Safety Code §7050.5 and §7052 and California Public Resources Code §5097. The County Coroner and City shall be notified immediately; the coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (Health and Safety Code Section 7050[c]). The Project Applicant, City, or their appointed representative and the professional archaeologist shall contact the Most Likely Descendent (MLD), as determined by the NAHC, regarding the remains. The MLD, in cooperation with the Project Applicant and the City shall determine the ultimate disposition of the remains. Once the remains have been treated in accordance with treatment measures developed through consultation, the contractor may resume.	Ongoing and During Construction	PWS	PWS	In the event of discovery of human remains, verify County Coroner is contacted and NAHC is notified if remains are of Native American origin.	
3.7	**GEOLOGY AND SOILS**					
GEO-1	To mitigate impacts resulting from expansive soil, one or a combination of the following measures shall be required based on the recommendation of the geotechnical report: a. Removal and replacement with non-expansive soils. b. Lime treatment of soils. c. Design of pavement sections to withstand potential swelling pressures. d. Contractors shall water the soils in order to minimize the potential for adverse impacts from soil expansion and contraction.	During construction	Applicant	PD	Site inspection to verify compliance with mitigation measure during construction	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
3.10	**HYDROLOGY & WATER QUALITY**					
HYD-1	The Applicant shall ensure that the following BMPs are included in the SWPPP prepared in accordance with the Municipal Regional Stormwater Permit. a. Temporary erosion control measures (such as straw bales, wattles, fiber rolls, gravel bags, equivalent devices) shall be employed around the perimeter of the project site to prevent debris from being transported to a drainage system via runoff. b. The use of hazardous materials during construction shall be minimized to the extent practical, and the amount of hazardous materials stored on the project site shall be limited to what is needed to immediately support construction activities. c. Well-maintained equipment shall be used to perform the construction work, and, except in the case of a failure or breakdown, equipment maintenance shall be performed offsite. Equipment shall be inspected daily by the operator for leaks or spills. If leaks or spills are encountered, the source of the leak shall be identified, leaked material cleaned up, and the cleaning materials shall be collected and properly disposed of. d. Inactive material stock piles must be covered and bermed at all times. e. During the wet season, construction materials, including topsoil and chemicals shall be stored, covered, and isolated to prevent runoff losses and contamination of surface and groundwater. f. In the case of a rain event, active debris boxes shall be covered during rain events to prevent	During construction	Applicant	PD	Site inspection to verify compliance with mitigation measure during construction	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	contact with rainwater. g. Construction waste shall be collected and transported to an authorized upland disposal area, per federal, state, and local laws and regulations. h. All construction material, wastes, debris, sediment, rubbish, trash, fencing, etc., shall be removed from the site once the Proposed Project is completed and transported to an authorized disposal area, in compliance with applicable federal, state, and local laws and regulations. i. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. j. A spill prevention and countermeasure plan shall be developed, which identifies proper storage, collection, and disposal measures for potential pollutants (such as fuel, fertilizers, pesticides, etc.) used onsite. k. Petroleum products shall be stored, handled, used, and disposed of properly in accordance with provisions of the CWA (33 USC § 1251 to 1387). l. The Applicant shall require all workers be trained in the proper handling, use, cleanup, and disposal of all chemicals used during construction activities and provide appropriate facilities to store and isolate containments.					
3.17	**TRANSPORTION & CIRCULATION**					
TR-1	Free shuttle, taxi vouchers, or fully subsidized rideshare service shall be provided to all guests between the hotel and the Concord BART station for a period of five years from hotel occupancy. Accompanying marketing	Five years from start of hotel occupancy	Applicant	PD	Periodic, ongoing inspection of transportation program implementation, hotel	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant

	Mitigation Measure	Timing/Frequency of Action	Responsible for Implementing	Responsibility for Monitoring	Standards for Compliance	Verification of Compliance
	campaigns and hotel visitor information will be implemented and provided to make guests and potential future guests aware of these options.				guest services and hotel website on providing accessible program information over the course of five years to verify implementation and compliance during operations	
TR-1	Signage will be erected on and surrounding the covered viaduct to display its designation as passenger vehicle parking only. Barriers, such as an entry card gate, will be erected to limit access of larger vehicles (i.e., busses, delivery vehicles) from entering the area.	During construction and occupancy	Applicant	PD	Site inspection to verify appropriate permanent signage and barriers in compliance with mitigation measure during operations	
3.18	**TRIBAL & CULTURAL RESOURCES**					
	Implement **Mitigation Measures CR-1** and **CR-2** as described above under Cultural Resources.	Ongoing and During Construction	PWS	PWS	Verify that a qualified archaeologist would be available. If any find is determined to be significant, verify completion and implementation of Treatment Plan according to current professional standards. Notify NAHC if remains are of Native American origin.	

PD = City of Concord Planning Division; PWS= City of Concord Public Works Services; CDFW = California Department of Fish and Wildlife; USFWS = United State Fish and Wildlife Service; NAHC = Native American Heritage Commission; MLD = Most Likely Descendant