

CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Evora Road Self-Storage Facility
(County File #CDLP19-02035)
2. **Lead Agency Name and Address:** Contra Costa County
Department of Conservation and Development
30 Muir Rd.
Martinez, CA 94553
3. **Contact Person and Phone Number:** Syd Sotoodeh, Planner II
(925) 655-2877
syd.sotoodeh@dcd.cccounty.us
4. **Project Location:** Evora Road and cross street Mota Drive in the unincorporated Bay Point area
(Assessor's Parcel Numbers: 098-220-019, 098-220-018, and 098-220-015)
5. **Project Sponsor's Name and Address:** Kelly Gallacher
Gallacher Development LLC
10465 Park Meadows Drive
Lone Tree, CO 80124
6. **General Plan Designation:** LI – Light Industry / OS – Open Space
7. **Zoning:** L-I – Light Industrial / A-2 – General Agricultural District
8. **Description of Project:** The applicant seeks approval of a Land Use Permit to allow the construction of a new self-storage facility with seven buildings consisting of one-, two-, and three-story building elements, 64,090 square feet of building footprint area, and 80,539 square feet of floor area on an approximately 7.75-acre lot. The project also consists of a request for approval of a lot line adjustment to merge the three parcels that comprise the project site. Development of the buildings and other improvements will occur wholly within the approximately 4.59-acre area of the subject property designated in the County General Plan for Light Industrial (LI) uses. Access to the facility will be through a new driveway from the existing edge of pavement of Evora Road. No code-protected trees will be altered or removed as part of the project.

The project consists of the following elements:

- Seven self-storage buildings
 - Building A: 5,184 square-foot, one-story building, with an office and 24 storage units,
 - Building B: 4,782 square-foot, one-story building with 21 storage units,
 - Building C: 15,404 square-foot, two-story building with 114 storage units,
 - Building D: 10,432 square-foot, one-story building with 87 storage units,
 - Building E: 14,164 square-foot, one-story building with 91 storage units,
 - Building F: 22,944 square-foot, three-story building with 166 storage units,
 - Building G: 8,027 square-foot, one-story building with 43 storage units;

- One 130-square-foot wall sign installed on Building A facing Evora Road;
- Two bio-retention basins and fourteen flow-through planters for drainage;
- Four off-street parking spaces, including one ADA-compliant space, adjacent to the office in Building A;
- Interior driveways for access and loading at each building;
- Sidewalk, curb, roadway, and gutter improvements along the southern edge of Evora Road extending from the existing crosswalk and intersection at Mota Drive to the eastern boundary of the project site;
- Lighting installed on buildings for security;
- Grading resulting in the export of ±2,200 cubic yards of cut;
- Annexation of the project site into water and sewer service districts through an action of the Contra Costa County Local Agency Formation Commission (LAFCO).

The proposed operating hours of the storage facility are:

- Office Hours: Monday through Friday 9:00 A.M. to 6:00 P.M.
Saturday & Sunday 10:00 AM to 5:00 P.M.
- Access Hours: Daily 7:00 A.M. and 9:00 P.M.

Customers would be provided with a gate code for access at-will during access hours.

In addition to the proposed project elements, the project proponent has identified an area of the property to be offered for potential use as public trail access to the Delta De Anza Regional Trail which runs adjacent to the subject property. The offered trail area and potential future trail connection are related to development of The Bay Church located west of the subject property (County File #CDDP91-03001) and is not related to nor required for this storage facility. Therefore, development of the trail area is not analyzed as part of the proposed project.

- 9. Surrounding Land Uses and Setting:** The facility will be located on Evora Road near the intersections of Mota Drive and Saint Tropez Drive, and between Driftwood Drive to the west and Willow Pass Road to the east. The subject property is located within a developed, urban area of Bay Point, in unincorporated Contra Costa County. County General Plan Land Use Designations in the surrounding area include those for high density and low density Single-Family Residential developments (SH and SL), Parks and Recreation (PR), Public-Semi-Public (PS), Open Space (OS), and Commercial (CO). As discussed in the Project Description above, the subject property is designated for both Light Industrial (LI) and OS land uses. In addition to roads and highways, development in the vicinity consists primarily of single-family residences to the north and The Bay Church to the west. Commercial uses in the area include a metal fabricator on Evora Road northeast of the project site.

The subject property is bounded on the east by undeveloped land and State Route 4 (SR 4) to the south. The Delta de Anza Regional Trail, a multi-use bicycle/hiking path, runs in an east-west direction between SR 4 and the site. The project site consists of three parcels totaling approximately 7.75 acres in area. Approximately 2,050 feet of the subject property fronts the southern boundary of Evora Road. The project site is located approximately 0.40 miles west of Willow Pass Road and 0.25 miles east of Driftwood Drive. The subject property is located on a hilly terrain with a natural downward slope from west to east. Existing elevations range from approximately 200 feet to 400 feet above sea level, with the highest elevation at the southwest corner of the property and the lowest elevation at the eastern property boundary. The three parcels are primarily covered in low-lying grasses and shrubs and are otherwise devoid of trees or any

significant vegetation. The only site improvement on the subject property consists of one approximately 3-foot-wide concrete drainage channel (V-Ditch) that traverses the middle of the property in a north-to-south direction beginning approximately 50 feet south of Mota Drive. The proposed development is east of the V-Ditch and would not modify or improve the existing drainage channel.

10. Other public agencies whose approval may be required (e.g., permits, financing, approval, or participation agreement). Please be advised that this may not be an exhaustive list and that approval may be required from other public agencies not listed here:

- Contra Costa County Public Works Department
- Contra Costa County Building Inspection Division
- Contra Costa County Fire Protection District
- Contra Costa County Health Services Department
- Contra Costa County LAFCO
- Golden State Water Company
- Delta Diablo Sanitary District
- Caltrans
- California Department of Fish & Wildlife

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

A Notice of Opportunity to Request Consultation was sent on September 1, 2020, to Wilton Rancheria. As of the writing of this Initial Study, Wilton Rancheria has not responded to the Opportunity to Request Consultation. Therefore, consultation with Native American tribes has not occurred in relation to this project.

Environmental Factors Potentially Affected

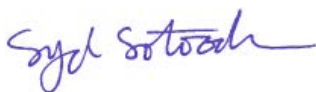
The environmental factors checked below would have been potentially affected by this project, but have been mitigated in a manner as to not result in a significant effect on the environment:

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

Environmental Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Syd Sotoodeh
Project Planner
Contra Costa County
Department of Conservation & Development

May 11, 2021

Date

ENVIRONMENTAL CHECKLIST

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

SUMMARY:

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

Less Than Significant Impact: Figure 9-1, Scenic Ridges & Waterways, of the Contra Costa County General Plan Open Space Element identifies the major scenic resources in the County. Views of these identified scenic resources are considered scenic vistas. As shown on Figure 9-1, the project site is not located adjacent to or near any scenic ridgeways. The project site is located approximately 1.5 miles south of the Bay Point shoreline where Suisun Bay and the San Joaquin/Sacramento River delta converge. These northerly waterways are identified as scenic resources in the General Plan (Figure 9-1). However, due to the relatively hilly topography in the vicinity and the existing residential development north of Evora Road, the majority of the waterway is not visible from the project site or the adjacent Delta de Anza Trail except for very long-range views of the waterway to the east. In addition, the existing soundwall along the northern boundary of State Route 4 blocks long range views of the northerly waterways for those traveling in this area along the State and County Designated Scenic Route.

Building heights of the seven proposed buildings range from approximately 25 feet from finished grade for the shortest building up to 50 feet from finished grade for one tower element. The three-story building is approximately 40 feet in height from finished grade. South of the project site and fronting W. Leland Road and Villa Drive are large, vacant properties with the potential for future residential development or developed residential properties (e.g., the San Marco Villas). Due to the proposed maximum height of the self-storage facility, the towers, upper stories, and rooftops of the buildings may be visible from the properties south of the project site in this area of W. Leland Road, and thus, may impact their scenic vistas. However, there are differences in elevation ranging between 210 feet above sea level at the proposed project site and 450 feet above sea level at the

vacant properties along W. Leland Road. Thus, the topographic conditions in the area would ensure that there would be no or less than significant impacts on scenic views from any existing or future residences fronting W. Leland Road. In addition, the design of the proposed self-storage facility utilizes the existing topography to blend in well with the hillside by varying the heights of the buildings. Therefore, the project would not substantially alter northerly views of the Bay Point shoreline from any other nearby location.

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

Less Than Significant Impact: The subject property is located approximately 60 feet north of SR 4 which has been designated by the State and the County as a Scenic Route (Figure 5-4 of the County's General Plan). Therefore, the County General Plan Scenic Route Policies 5-47 through 5-56 are applicable to this project and the potential impacts of future development along this resource must be considered. Generally speaking, the intent of the Scenic Route policies is to allow the planning, development, construction, and designation of routes, trails, and highways which serve the greater region. However, policies 5-47, 5-49, and 5-50 apply directly to development projects. Additionally, due to the location of the subject property in an area of the County that could be perceived as serving as an "entrance" to the East County region of the County, policy 5-55, which provides special protections for natural topographic features (e.g., aesthetic views, trees, rock outcroppings, hills, etc.), may apply to the proposed project.

The approximately 7.75-acre subject property, which, although hilly, is comprised of grasses and low shrubs, and is devoid of trees, rock outcroppings, or other significant or unique topographical features. The steepest area in the western portion of the property (approximately 3.16 acres) is within an Open Space (OS) General Plan land use designation. Generally speaking, construction of permanent structures that are not oriented towards resource conservation or recreation is inconsistent with the OS designation. Therefore, construction of the seven proposed self-storage buildings would occur on the remaining area of the property that is designated for Light Industrial land uses and will not require the removal of or encroachment upon any existing trees, rock outcroppings, or buildings. Furthermore, portions of the proposed buildings would be partially blocked from view by eastbound travelers on SR 4 due to the surrounding topography and an existing soundwall along the northern boundary of the highway adjacent to the subject property. Additionally, implementation of mitigation measures **AES-1** through **AES-4** would reduce potential impacts to scenic resources within a state scenic highway to a less than significant impact.

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

Less Than Significant Impact: The subject property is comprised of three lots which are expected to be merged into one parcel. Approximately 3.16 acres of the property is located within a General Plan Open Space (OS) land use designation, with the remaining 4.59 acres located within a General Plan Light Industry (LI) land use designation.

In general, the OS designation is adopted with unique criteria for each site to which it is applied. According to the General Plan, the common activities taking place in areas designated for Open Space land uses are, for example, resource management, maintenance of critical habitats such as

wetlands, and establishment of “safety zones” around identified geologic hazards. Other low intensity uses may involve private recreation for nearby residents (e.g., trails). Construction of permanent structures that are not oriented towards resource conservation or recreation is inconsistent with the OS designation. Therefore, the proposed development is restricted to the remaining portions of the property, which are designated for LI land uses.

Generally speaking, the purpose of the LI land use designation is to provide for light industrial activities including warehousing and storage, processing, packaging, fabrication, distribution, etc., which emit only limited amounts of smoke, noise, light, or pollutants. The project has been designed pursuant to the guidelines for development within the Light Industrial (L-I) zoning district and the General Plan LI land use designation. The proposed self-storage facility has been designed to be visually compatible with the existing residential developments in the area by breaking up the facility into smaller visual segments via multiple buildings and alternating heights, and utilizing a Spanish revival architectural style typically found in California with stucco exterior walls, tower elements, and ceramic tile roofing. The following General Plan and zoning standards for light industrial uses apply to scenic quality:

	Standard/Requirement	Proposed¹
Maximum site coverage	50 percent	32 percent
Maximum floor area ratio	0.67	0.40
Maximum building height (General Plan LI land use designation)	50 feet	50 feet
Maximum Building Height (L-I zoning district)	Maximum three stories above highest point of ground elevation	Three Stories

As shown, the proposed project would not be in conflict with applicable standards of either the General Plan LI land use designation or the Light Industrial (L-I) zoning district pertaining to maximum site coverage, floor area ratio, or building height.

Along with conditions requiring implementation of proposed driveway improvements for ingress and egress, the project would be conditioned to require the replacement of any existing, cracked or displaced curbs or gutters, and the construction of new sidewalk along the Evora Road frontage between the easternmost building and Mota Drive. Thus, the project is consistent with Zoning and General Plan regulations that promote the visual character of Evora Road and the Bay Point area in general.

Potential Impacts: There is a potential for the proposed 50-foot maximum height of the tower element to impact the existing visual character or quality of public views of the site and its surroundings. Landscaping installed throughout the property would break up views of the proposed buildings as seen from adjacent and nearby properties, enhance the aesthetics of the property, and reduce adverse impacts on public views. It is additionally important to ensure that proposed landscaping is properly irrigated and maintained for the life of the proposed use.

¹ Includes only the approximately 4.59-acre area of the subject property designated for Light Industrial land uses.

Thus, implementation of the following mitigation measure will ensure that the proposed project's adverse effects on visual character and public views in the surrounding area will be less than significant.

AES-1: Prior to Department of Conservation and Development, Community Development Division (CDD) stamp-approval of plans for issuance of a building or grading permit, whichever occurs first, a landscape and irrigation plan that is compliant with the State Model Water Efficient Landscape Ordinance, or the County's water conservation ordinance if one has been adopted, shall be submitted to the CDD for review and approval. The purpose of the landscaping plan is to enhance the aesthetics of the property and to help break up views of the proposed buildings from adjacent properties.

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

Less Than Significant With Mitigation Incorporated: Finishes for the proposed buildings include stucco façades and thus would be expected to have a less than significant impact on daytime views in the vicinity of the project site due to substantial glare.

As required by ordinance, the proposed project will include the installation of lighting fixtures mounted to the exterior walls of the buildings to illuminate the parking areas and to allow for safe circulation around the subject property during times of low natural light. The applicant has submitted a preliminary lighting plan detailing the location and type of proposed exterior lighting. Generally, lighting fixtures would be mounted 12 feet high on the proposed buildings with one lighting fixture at the driveway entrance mounted 15 feet high on a pole. The proposed light intensity is measured by foot-candles. A foot-candle (fc) is a measurement of light intensity of a given beam of light at one foot away from the source. For example, an overcast day is normally measured as 100 fc while unobstructed sunshine is measured as approximately 10,000 fc. Typical interior spaces require between 5 fc for a residential living space or retail store environment and 200 fc for a workspace for visually intensive activities. The exterior lighting sources that are typically recommended for exterior entrances and parking lots range between 2 fc and 5 fc. According to the preliminary lighting plan, once installed, the proposed fixtures will average 2.7 fc and have a maximum intensity of approximately 7.5 fc.

Potential Impacts: The potential for light spillover significantly affecting neighboring parcels to the north and west is somewhat limited because of the hilly topography, and, additionally, for those parcels to the north, the separation created by Evora Road and the existence of a sound wall along the northern boundary of Evora Road. However, without adequate design and correct installation, the introduction of new light sources could result in potentially significant impacts on nighttime views. Project lighting could spill off-site and result in a potentially significant adverse environmental impact due to substantial new light and glare on neighboring properties. Additionally, although a stucco finish would not create substantial new glare, other building finishes (e.g., unfinished metal, glass) could potentially result in a new substantial impact on neighboring properties due to sunlight and daytime glare.

Thus, the following mitigation measures ensure such impacts from project lighting and building materials would have a less than significant impact on nighttime views and daytime glare in the area.

AES-2: All outdoor lighting, including façade, yard, security, and streetlights, shall be oriented down towards building and parking areas on the subject property.

AES-3: External illumination shall be shielded, where necessary to avoid glare and to ensure that lighting is contained within the subject property.

AES-4: **At least 15 days prior to Community Development Division (CDD) stamp-approval of plans for issuance of a building permit,** a materials and color board shall be submitted to the CDD for review and approval. All exterior components of the self-storage facility are required to have non-reflective finishes with a reflectivity of less than 55 percent.

Sources of Information

Contra Costa County General Plan. “Chapter 5: Transportation and Circulation Element.” 2005-2020.
[http://www.co.contra-costa.ca.us/DocumentCenter/View/30915/Ch5-Transportation-and-Circulation-Element?bidId=.](http://www.co.contra-costa.ca.us/DocumentCenter/View/30915/Ch5-Transportation-and-Circulation-Element?bidId=)

Contra Costa County General Plan. “Chapter 9: Open Space Element.” 2005-2020.
[http://www.co.contra-costa.ca.us/DocumentCenter/View/30919/Ch9-Open-Space-Element?bidId=.](http://www.co.contra-costa.ca.us/DocumentCenter/View/30919/Ch9-Open-Space-Element?bidId=)

LED Lighting Supply. “Recommended Foot Candle Chart.” 28 March 2021. Website.
<https://www.ledlightingsupply.com/recommended-foot-candle-chart>

Architectural and Lighting Project Plans. Received on 11 March 2020.

Staff Site Visit, 24 June 2020.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURAL AND FOREST RESOURCES – Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

No Impact: As shown on the California Department of Conservation’s *California Important Farmland Finder* map, the subject property is not farmland designated “Prime”, “Unique”, or of “Statewide Importance”. Thus, future construction of a self-storage facility on the parcel would not result in any impacts related to the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide importance to a non-agricultural use.

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

No Impact: Approximately 3.16 acres of the 7.75-acre subject property is located within the General Agricultural Zoning District (A-2), and also within an Open Space (OS) General Plan land use designation, which limits the types of uses and development that may occur in that area. Allowed uses may include resource conservation or private recreation for nearby residents (e.g., trails). The project site and proposed construction of the self-storage facility is fully contained within the remaining approximately 4.59-acre portion of the property that is located within a Light Industrial (L-I) zoning district. The project proponent has also offered an approximately 8-foot-wide portion of the project site for potential use by a third-party for a future public trail path connecting Evora Road to the Via Delta de Anza Regional Trail. The area offered for a future trail is also located within the L-I zoning district. The subject property is not under a Williamson Act contract. Thus, the project would not conflict with existing zoning for agricultural use.

- c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g) or conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?*

No Impact: The project site is not considered forest land as defined by California Public Resources Code Section 12220 (g) or timberland as defined by California Public Resources Code Section 4526. As previously mentioned, a portion of the property is located within a General Agricultural (A-2) zoning district and Open Space (OS) General Plan designation, with the remaining project site within a L-I zoning district and a Light Industry (LI) General Plan land use designation. There is no conflict with any forestland nor does the project propose rezoning of forest or timberland. Therefore, construction at the subject site would not result in the conversion or loss of forest resources.

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

No Impact: The project site is not considered forest land, as discussed above.

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

No Impact: The project site is not currently used for agricultural production, and therefore, development of the project site would not involve changes to the existing environment, which due to their location or nature would result in conversion of Farmland to non-agricultural use. In addition, the project proponent has proposed preserving the approximately 3.16-acre area of the subject property that is within the A-2 zoning district and OS General Plan land use designation as a restricted development area/scenic easement. Furthermore, the project site, which is located along Evora Road, north of SR 4, is surrounded primarily by lands either developed as residential or related uses (e.g., church uses), or is designated as open space (i.e., Parks and Recreation or Public-Semi-Public for SR 4/Caltrans) to the northwest, east, and south. Thus, the proposed development would not contribute indirectly to the conversion of adjacent farmland.

Sources of Information

Contra Costa County Code. “Title 8 – Zoning.” Accessed in 2020.

https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO.

California Department of Conservation. “California Important Farmland Finder.” Accessed in 2020.

<https://maps.conservation.ca.gov/DLRP/CIFF/>.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY – <i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: Contra Costa County is within the San Francisco Bay air basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD) pursuant to the

Spare the Air, Cool the Climate Final 2017 Clean Air Plan. The purpose of the *Clean Air Plan* is to bring the air basin into compliance with the requirements of Federal and State air quality standards. BAAQMD has prepared CEQA Guidelines to assist lead agencies in air quality analysis, as well as to promote sustainable development in the region. The CEQA Guidelines support lead agencies in analyzing air quality impacts. If, after analysis, the project's air quality impacts are found to be below the significance thresholds, then the air quality impacts may be considered less than significant.

The proposed project consists of constructing a new mini self-storage facility which falls under the "Warehouse" criteria air pollutant screening land use type. The operational criteria pollutant screening size for the "Warehouse" land use type is 864,000 square feet and the construction-related screening size is 259,000 square feet. Therefore, the proposed 80,539 square-foot self-storage facility is well below the screening criteria for operational (i.e., business hours and use of the self-storage facility) and construction-related pollutants.

The County's Climate Action Plan (CAP) is designed to reduce local greenhouse gas (GHG) emissions while improving community health through consistency with the BAAQMD's guidance on preparing a qualified GHG reduction strategy, and State Assembly Bill (AB) 32 GHG reduction targets. To assist staff and developers with implementation of the GHG reduction strategy, the CAP includes a development checklist (Appendix E) with strategies for project consistency with the CAP. Such strategies include the installation of high-efficiency appliances, insulation, electric vehicle (EV) charging stations, and locating new development within one half-mile of a train or bus station. Staff will recommend conditions of approval to require verification by staff of the County Building Inspection (BID) and Community Development Division (CDD) of the project's compliance with Appendix E standards, where feasible, prior to issuance of building permits.

Therefore, the potential for the project to conflict with or obstruct implementation of BAAQMD's Clean Air Plan or the County's Climate Action Plan is less than significant.

- b) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?*

Less Than Significant Impact: As mentioned in subsection-a above, the proposed 80,539 square-foot self-storage facility is less than the criteria pollutant screening size determined by the BAAQMD, and thus would not result in significant emissions of criteria air pollutants during the construction period or during project operation. In addition, by implementing the strategies of the County CAP to reduce GHG emissions, although the proposed project would contribute incrementally to the level of criteria air pollutants in the atmosphere, the project would have a less than significant impact on the level of any criteria pollutant.

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

Less Than Significant With Mitigation Incorporated: The project site is bounded on the south by SR 4 and otherwise located within an area of Bay Point that is primarily residential with auxiliary uses such as churches. In addition, the project site is adjacent to a portion of the Delta de Anza Regional Trail, a multi-use bicycle/hiking path between SR 4 and the site. Thus, the nearest sensitive receptors (e.g., trail users, residences) are approximately 50 feet to the south and 100 feet to the north of the project site.

The BAAQMD’s 2017 CEQA Guidelines is a guidance document to provide lead agencies with uniform procedures for assessing air quality impacts and preparing the air quality and greenhouse gas sections of environmental documents for projects subject to CEQA. The CEQA Guidelines describe the quantitation thresholds for use in determining whether operational and construction-related activities would have significant environmental impacts, including those related to substantial pollutant concentrations. Table 2-1 of the CEQA Guidelines identifies the air quality thresholds of significance for project operations and construction.

With respect to Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x), and Particulate Matter (PM₁₀), the self-storage facility’s projected operational emissions levels will be well below the BAAQMD’s thresholds as shown in the chart below:

Emissions Type	Significant Emissions Rate (tons/year)	Project Emissions (tons/year)*
ROG	10	0.3571
NO _x	10	0.00549
PM ₁₀ (exhaust)	15	0.00042
PM _{2.5} (exhaust)	10	0.00042

*Project Emissions calculated using CalEEMod emissions computer model version 2016.3.2

Construction activities would result in localized emissions of dust and diesel exhaust that could result in temporary impacts to sensitive receptors. Construction and grading activities would produce combustion emissions from various sources, including heavy equipment engines and motor vehicles used by the construction workers. Dust would be generated during site clearing, grading, and construction activities. The amount of dust generated would be highly variable and would be dependent on the size of the area disturbed, amount of activity, soil conditions, and meteorological conditions. Exhaust emissions and particulate matter produced during construction activities are considered by the BAAQMD as less than significant if certain control measures are implemented.

Potential Impacts: Although temporary, grading and construction activities could have a potentially significant adverse environmental impact on sensitive receptors during project construction. Consequently, the applicant is required to implement the following BAAQMD, Basic Construction Mitigation Measures during construction, as recommended by the BAAQMD to reduce construction dust and exhaust impacts. Implementation of these mitigation measures would reduce the impact on the sensitive receptors during project construction to a less than significant level.

The following mitigations shall be included on all construction plans and implemented throughout the construction phase of the project:

- AIR-1:** All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
- AIR-2:** All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- AIR-3:** 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.
- AIR-4:** All vehicle speeds on unpaved roads shall be limited to 15 mph.

- AIR-5:** 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.
- AIR-6:** Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- AIR-7:** 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.
- AIR-8:** The property owner or site contractor shall 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.
- AIR-9:** Site accesses to a distance of 100 feet from the paved road shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.
- AIR-10:** All contractors shall use equipment that meets the California Air Resources Board's (CARB) most recent certification standard for off-road heavy duty diesel engines.

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

Less Than Significant Impact: The BAAQMD's 2017 CEQA guidelines indicate that odor impacts can occur from two different situations: 1) siting a new odor source, or 2) siting a new sensitive receptor (e.g., residents). Although not absolute, screening level distances between sources and receptors are utilized by BAAQMD to identify potentially significant impacts from malodors. Depending on the type of land use, the identified screening distance is between one and two miles as shown on Table 3-3 of the CEQA Guidelines. Examples of land uses which may potentially generate significant odors include wastewater treatment plants, landfills/composting stations, refineries, chemical plants, etc. Light industrial uses that involve processes which could potentially result in malodors may be allowed in the L-I zoning district in which the project site is located. However, a self-storage facility (i.e., warehouse land use) is not typically associated with the production or generation of odors that would adversely affect a substantial number of people.

Based on available County GIS data, the project site is located within two miles of manufacturing plants that may fall under the Chemical Manufacturing land use category for odors, including, but not limited to, the Henkel Corporation (adhesive technologies) and Criterion Catalyst Company (production of catalyst materials for refining applications). BAAQMD is the agency that monitors and enforces air quality regulations in the Contra Costa County area, and thus, is the agency that receives and responds to complaints regarding odors. Although the proposed project will be located within the screening distance of potential odor sources, the potential for a substantial number of new sensitive receptors (i.e., employees, customers) of the proposed self-storage facility being subjected to significant objectionable odors is less than significant. This is partially due to the fact that only approximately two employees would be on the site and the nature of a storage facility is that few customers would regularly be onsite for long periods of time. In addition, the potential odor sources

mentioned above would be subject to the air quality regulations of the BAAQMD, who place general limitations on odorous substances and specific emission limitations on certain odorous compounds. Therefore, if any of the potential odor sources located within two miles of the project site do produce odorous emissions or compounds, the BAAQMD's enforcement of their odorous substances standards would reduce potential objectionable odor exposure to a less than significant level.

Sources of Information

California Emission Estimator Model (CalEEMod). 2016

Bay Area Air Quality Management District. “California Environmental Quality Act, Air Quality Guidelines.” May 2017. http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

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Contra Costa County. “Climate Action Plan.” Adopted by the Contra Costa County Board of Supervisors on 15 December 2015. <http://www.co.contra-costa.ca.us/DocumentCenter/View/39791/Contra-Costa-County-Climate-Action-Plan?bidId=>.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

- a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact With Mitigation Incorporated: The subject property is located within an area of Contra Costa County that is covered by the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP). The HCP/NCCP provides a framework to protect natural resources while streamlining the environmental permitting process for impacts to covered special status species. Development of this parcel requires take coverage under the ECCC HCP/NCCP, with the project proponent adhering to the standardized set of avoidance and mitigation measures set forth in the ECCC HCP/NCCP. Thus, the project will seek coverage through the ECCC HCP/NCCP, which will provide authorization pursuant to the State and Federal Endangered Species Acts for incidental take of covered special status species.

The subject property is comprised of three parcels that, when combined as proposed, constitute approximately 7.75-acres. The western area of the property (approximately 3.16 acres) is located within an Open Space General Plan land use designation in which, generally, development of structures other than those for resource management or recreational purposes is restricted. The project site is located in the remaining acreage that has been designated in the General Plan for Light Industry land uses.

In compliance with the HCP/NCCP, a Planning Survey Report was prepared (PSR, dated April 27, 2021), based on a Biological Resources Assessment (Assessment, dated February 2020), was prepared by Olberding Environmental, Inc. (Olberding), Wetland Regulatory Consultants, for the project site. Preparation of the PSR and Assessment included a review of pertinent data sources, including a query of the California Natural Diversity Database (CNDDDB) and literature on relevant background information and habitat characteristics of the project area. In addition, a field survey of the property was conducted on January 28, 2020 to assess and record the current site conditions and adjacent lands for potential biological resources. The field survey observed existing conditions, plants and wildlife species, adjacent land uses, soils, and potential biological resource constraints. The objectives of the field survey were to map the land cover types on site and to determine the potential presence or absence of special-status species habitat and wetland areas. According to the PSR and Assessment, the subject property supports two habitat types: ruderal land cover that features non-native annual grassland vegetation throughout the property and ephemeral drainages

in the western area of the property. In addition, an existing concrete “V-ditch” traverses the property from the north to the south across from Mota Drive. The project site is east of the concrete ditch, and no changes are proposed for this drainage system.

The PSR and Assessment came to the following conclusions:

Special-status Plants: No special-status plants were determined to have a potential to occur on the subject property. This was based on the disturbance of the property (frequent mowing of the grasslands and large piles of debris found across the site), the absence of suitable habitats, soil types, and lack of nearby and recent CNDDDB occurrences.

Special-status Wildlife:

Foraging or Nesting Raptor/Passerine Species. A total of six bird species were identified as having potential to occur on the Property. Five species including red-shouldered hawk, red-tailed hawk, white-tailed kite, American kestrel and Cooper’s hawk had a high potential to occur in a foraging capacity only. Loggerhead strike had a moderate potential to occur in a foraging and nesting capacity. The white-tailed kite and American kestrel were observed foraging on the Property during the time of the survey.

Special-Status Mammals. CNDDDB listed occurrences of the pallid bat and hoary bat within the vicinity of the subject property. The annual grassland provides suitable foraging habitat, however, due to the surrounding human disturbances and lack of roosting sites (i.e., suitable trees or structures), foraging is unlikely. For these reasons, bats are presumed absent from the property.

Special-Status Amphibians. Multiple CNDDDB occurrences of California tiger salamanders (CTS) and California red-legged frog (CRLF) are recorded in the vicinity of the subject property. The property lacks suitable breeding, dispersal, and foraging habitat for both species. There were no active ground squirrels or extensive burrow complexes on the property that would provide suitable upland refuge habitat for these species. Additionally, the Property is surrounded by developments and SR 4, making dispersal from known occurrences unlikely. For these reasons both CTS and CRLF are presumed absent from the property.

Potential Impacts: According to the Assessment prepared by Olberding, the potential for the proposed project to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or US Fish and Wildlife Service is unlikely or of low probability. However, grading and excavation activities during construction periods have the potential to impact potentially occurring nesting or foraging birds and reduce wildlife habitat within the adjacent water features due to runoff and increased rates of erosion.

Thus, implementation of the following mitigation measures would bring potential project-related impacts on biological resources to less than significant levels:

BIO-1: The project shall be covered under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP). All applicable avoidance, minimization, and mitigation measures of the ECCC HCP/NCCP will be imposed on the project. The project will receive take authorization for species under the County’s incidental take permit from the United States Fish and Wildlife Service (USFWS) issued pursuant to Section 10(a)(1)(b) of the Federal Endangered Species Act

(permit number: TE 160958-0) and the County's incidental take permit from the California Department of Fish and Wildlife (CDFW) issued pursuant to California Fish and Wildlife Code Section 2835 (permit number 2835-2007-01-03).

BIO-2: At least 15 days prior to Community Development Division (CDD) stamp-approval of plans for issuance of a grading or building permit, whichever is first, the applicant shall pay the required ECCC HCP/NCCP Development Fee in the amount of \$272,834.10 (subject to annual adjustments, in accordance with Chapter 9.3.1 of the ECCC HCP/NCCP), submit a construction monitoring plan to the CDD on behalf of the Conservancy (Implementing Entity), and receive a Certificate of Coverage from the County. The Certificate of Coverage will confirm that the fee has been received, confirm that other ECCC HCP/NCCP requirements have been met or will be performed, and will authorize take of covered species.

BIO-3: Pre-Construction Avian Survey – If project construction-related activities would take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) within the Property and the large trees within adjacent areas should be conducted by a qualified biologist **no more than five (5) days prior to the commencement of site grading or construction activities.** If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone should be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 250 feet for raptors. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

BIO-4: Erosion Control – Prior to any ground disturbance, the appropriate best management practices (BMPs) for erosion and sediment control including, but not limited to, a silt construction fence, hay bales, and placement of straw mulch shall be installed around the construction site. After construction, hydro seeding of exposed soils shall be completed as identified in the Storm Water Pollution Prevention Plan (SWPPP).

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

Less Than Significant Impact With Mitigation Incorporated: According to the Assessment by Olberding, the subject property contains ephemeral drainages in the western area of the property. In addition, an existing concrete “v-ditch” traverses the property from the north to the south across from Mota Drive and connects to another v-ditch that flows outside the southern boundary. These wetlands/waters may be considered jurisdictional by the U.S. Army Corps of Engineers (Army Corps), Regional Water Quality Control Board (RWQCB), and/or the California Department of Fish and Wildlife (CDFW).

Potential Impacts: The ephemeral drainages are located in an approximately 3.16-acre area of the property that is designated for Open Space (OS) land uses in the County General Plan, therefore, no development or disturbance of this area is proposed as part of the project. The proposed site disturbance is east of the concrete V-Ditch, and no changes are proposed for this drainage system. Regardless, results of the field study performed by Olberding indicate that the area on the subject property containing wetlands/waters showed positive indicators of wetland soils, hydrology, and vegetation; thus, construction activities may have a potentially adverse effect on riparian or other sensitive natural communities.

Thus, while there is a low potential for the proposed project to have a substantial impact on any riparian habitat, implementation of mitigation measures **BIO-1** through **BIO-4** and the following mitigation measure would ensure that potential project-related impacts on riparian habitat or other sensitive natural community, or on state or federally protected wetlands, are less than significant.

BIO-5: Corps and State Regulated Wetlands/Waters – Prior to any ground disturbance, the applicant shall submit proof that any permits required by the Army Corps, RWQCB, and/or CDFW have been applied for or obtained or show verification that no such permits are required. If the wetlands/waters are deemed jurisdictional and any project related activities are proposed that could impact these features, permits must be obtained prior to construction. In addition, setbacks from wetlands/water features may be required to protect habitat quality and water quality.

BIO-6: Vehicles and equipment shall be parked on ruderal habitat, previously disturbed area, and the existing road.

BIO-7: Trash generated by covered activities shall be promptly and properly removed from the site.

BIO-8: Prior to ground disturbance, all wetlands and ephemeral streams to be avoided by covered activities shall be temporarily staked by a qualified biologist.

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

Less Than Significant Impact With Mitigation Incorporated: Please see discussion in subsection-b above.

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

Less Than Significant Impact: Please see discussion in subsection-a above.

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

No Impact: The Contra Costa County Tree Protection and Preservation Ordinance provides for the protection of certain trees by regulating tree removal while allowing for reasonable development of

private property. There are no trees on the subject property, therefore, the project will have no impact relating to tree resources and has no potential to conflict with the County Tree Ordinance.

- f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

Less Than Significant Impact With Mitigation Incorporated: The East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP) was adopted by the County in October of 2006. The purpose of this plan is to provide a framework to protect natural resources while streamlining the environmental permitting process for impacts to covered special status species within the rapidly expanding region of Eastern Contra Costa. The proposed project site is located within an area of Contra Costa County that is covered by the ECCC HCP/NCCP and is subject to complying with Ordinance No. 2007-53. Project proponents can receive their endangered species permit by paying a single fee and/or dedicating land, conducting species and habitat specific biological surveys, and adhering to comprehensive species avoidance and minimization measures. Through the HCP/NCCP process, the proposed project will receive coverage under the endangered species take authorization afforded all covered activities which comply with the HCP/NCCP mitigation and avoidance measures. Since the applicant has elected to cover this project under the ECCC HCP/NCCP, the mitigations required in subsection-a above (**BIO-1** through **BIO-4**) reflect the mitigations required under the ECCC HCP/NCCP for this project.

Sources of Information

National Wetlands Inventory, U.S. Fish and Wildlife Service (FWS). Website. Accessed in 2020.
<https://www.fws.gov/wetlands/>

East Contra Costa County Habitat Conservancy. “East Contra Costa County Habitat Conservancy Website.” Accessed 2020. <https://www.contracosta.ca.gov/depart/cd/water/HCP/>

East Contra Costa County Habitat Conservancy. “HCP/NCCP Applicability to County File #LP19-2035.” Dated 15 October 2019. Agency Comment Response Letter.

Olberding Environmental, Inc. “Application Form and Planning Survey Report to Comply with and Receive Permit Coverage under the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan.” Submitted 10 February 2020. Revised 24 March 2021.

Olberding Environmental, Inc. “Biological Resources Analysis Report for the Evora Road Property.” Prepared for Gallacher Development LLC. February 2020

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

SUMMARY:

- a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to California Environmental Quality Act Guidelines Section 15064.5?*

Less Than Significant Impact: The California Public Resources code defines a historical resource as a resource that has been listed or is eligible for listing on the California Historical Register of Historical Resources, a resource included in a local register of historical resources, or a resource identified as significant in a historical survey meeting the requirements of the Public Resources Code. The subject property is not listed on Contra Costa County’s Historic Resources Inventory (updated through 2019). Regardless, according to an evaluation of the proposed project by the California Historical Resources Information System (CHRIS), the 1894 Contra Costa maps show that the project area was located within the Lands of Fernandez, and the 1908 USGS Antioch 15-minute topographic quadrangle map imply that a road, a bridge, and two buildings existed in or immediately adjacent to the project area at that time. Thus, there is a moderately high potential for unrecorded historic-period resources on the subject property and an archaeological assessment of potential historical resources was performed by Basin Research Associates (Basin).

According to the January 23, 2020, Archaeological Review report (Assessment), which included a comprehensive literature review and a field inventory completed on January 15, 2020, the National Park Service identifies the *Juan Bautista de Anza National Historic Trail* (1776) corridor north of Evora Road in the vicinity of the project. However, Basin indicates that the project would have no substantially adverse effect on the value for which the resource is listed. Otherwise, the Assessment notes that there is no evidence of historic cultural resources within the project area, and no listed or known potential National Register of Historical Places and/or California Register of Historical Resources in or adjacent to the proposed project site. Regardless, mitigation measures **CUL-1** and **CUL-3** identified in subsection-b will ensure that in the event significant historical resources are discovered during the project’s construction period, the proper actions are taken to reduce the potentially adverse environmental impacts to a less than significant level.

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

Less Than Significant With Mitigation Incorporated: Pursuant to Figure 9-2 (Archaeological Sensitivity Map) of the Contra Costa County General Plan Open Space Element, the project vicinity is within an area of medium sensitivity which indicates that there are possible sites for archaeological resources within the subject property. According to the General Plan Open Space Element, areas that are designated to have medium sensitivity include accessible areas near water and the plains areas between two stream corridors which may have been used for hunting, camps, or food processing sites. The proposed project was evaluated by the CHRIS, who indicated that

although there is no record of any previous cultural resources studies for the proposed project area, based on their evaluation of the environmental setting and features associated with known sites, there is a moderate potential for unrecorded Native American resources in the proposed project site. Additionally, CHRIS indicates that the project area was located in the Lands of Fernandez as shown on the 1894 Contra Costa maps, and as discussed above, is a potential for the subject property to contain historical resources. Therefore, there is a moderately high potential for unrecorded archaeological resources in the project area. As mentioned above, an archaeological Assessment was performed by Basin Research Associates, a qualified consultant who meets the Secretary of Interior's standards according to CHRIS's list of consultants. As part of the Assessment, Basin performed a field inventory and comprehensive literature review of sources, including those on prehistoric, ethnographic, Hispanic Era, and American Era cultural resources. Additionally, Basin contacted various Native American individuals and groups listed by the State of California Native American Heritage Commissions (NAHC) for additional consultation. The Assessment did not identify any evidence of prehistoric or historic cultural materials either in the literature/record review or during the field inventory survey conducted on the property. Furthermore, according to Basin, the project site exhibited evidence of prior disturbance by excavation and grading.

Potential Impacts: Although the Archaeological Assessment indicated that there are no specific cultural resources found or known on the project site and, according to Basin no subsurface testing for buried archaeological resources is warranted, there is nevertheless a potential for previously unknown cultural resources to be uncovered during the construction phase of the project.

The following mitigation measures will ensure that in the event cultural resources are discovered, the proper actions are taken to reduce the adverse environmental impacts to cultural resources to a less than significant level:

CUL-1: If deposits of prehistoric or historical archaeological materials are encountered during ground disturbance activities, all work within 50 feet of the discovery shall be redirected. A qualified archaeologist certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American Tribe that has requested consultation and/or demonstrated interest in the project shall be contacted to evaluate the significance of the finds and suggest appropriate mitigation(s) if deemed necessary.

CUL-2: If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, they will need to be avoided by impacts or such impacts must be mitigated. Upon completion of the archaeological assessment, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the Northwest Information Center and appropriate Contra Costa County agencies.

Prehistoric materials can include flake-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite tool-making debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials can include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass ceramics, and other refuse.

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

Less Than Significant With Mitigation Incorporated: The project record does not have any prior cultural resource studies being conducted at the subject property which indicates that human remains exist at the subject property. Furthermore, as discussed above, the Assessment by Basin does not indicate the presence of human remains within the project site.

Potential Impacts: Regardless, there is a possibility that human remains could be present, and that accidental discovery could occur.

Implementation of the following mitigation measure would reduce the potential to disturb any human remains, including those outside of formal cemeteries, to a less than significant level:

CUL-3: Should human remains be uncovered during grading, trenching, or other on-site excavation(s), earthwork within 30 yards of these materials shall be stopped until the County coroner has had an opportunity to evaluate the significance of the human remains and determine the proper treatment and disposition of the remains. Pursuant to California Health and Safety Code Section 7050.5, if the coroner determines the remains may be those of a Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, the NAHC will then determine a Most Likely Descendant (MLD) tribe and contact them. The MLD tribe has 48 hours from the time they are given access to the site to make recommendations to the land owner for treatment and disposition of the ancestor's remains. The land owner shall follow the requirements of Public Resources Code Section 5097.98 for the remains.

Sources of Information

Basin Research Associates. "Archaeological Review – Evora Road, Unincorporated Bay Point (Pittsburg) as requested by Contra Costa County Department of Conservation and Development, Community Development Division (LP19-2035 / APNs 098-220-019, -018, -015)." 23 January 2020.

California Historical Resources Information System. "LP19-2035 / APNs 098-220-019, -018, -015 at Evora Road, Pittsburg / Gallacher Development." Correspondence. 15 October 2019

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Contra Costa County. "Historic Resources Inventory." Revised 2019. Accessed in 2021. [https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=.](https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=)

"Juan Bautista de Anza National Historic Trail." Website. accessed in February 2021. <http://www.anzahistorictrail.org/>

Staff Site Visit, 24 June 2020.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: The proposed project to construct a self-storage facility would consume energy during both construction and operation. The project may require temporary electrical power during construction for equipment. The General Contractor would be required to apply for a temporary power permit from the County and to comply with all applicable building standards for a temporary power connection. Additionally, in December 2015, a Climate Action Plan (CAP) was adopted by the Contra Costa County Board of Supervisors in order to identify and achieve a reduction in greenhouse gas (GHG) emissions. The design and operation strategies set forth in the CAP for reducing GHG emissions include measures such as installing energy efficient appliances that would also reduce the project’s consumption of energy resources during operation. Furthermore, the project will be required to comply with all California Building Energy Efficiency Standards (Title 24) for nonresidential buildings that are in effect at the time that building permit applications are submitted, including any standards regarding the provision of solar energy. If approved, the project will be reviewed under all current energy standards as part of the plan check process. Thus, compliance with all applicable regulations will ensure that the impact of construction or operation on electrical energy resources is anticipated to be less than significant.

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

Less Than Significant Impact: As mentioned above, the project will be required to comply with all Title 24 building energy efficiency standards for nonresidential buildings that are in effect at the time that building permit applications are submitted, including any standards regarding the provision of solar energy. In addition, the design and operation strategies set forth in the *Standards for CAP Consistency – New Development* (Appendix E, Table E.1) of the County’s CAP include measures such as installing energy efficient appliances that would also reduce the project’s consumption of energy resources. Staff will recommend conditions of approval to require verification by staff of the County Building Inspection (BID) and Community Development Division (CDD) of the project’s compliance with Appendix E standards, where feasible, prior to issuance of building permits. The local energy provider, Pacific Gas & Energy (PG&E), will serve the project with temporary power during construction and power for operation. Thus, through compliance with all applicable building regulations and the availability of renewable energy sources, the project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Sources of Information

California Energy Commission. “Building Energy Efficiency Standards – Title 24”. Website. Accessed 1 March 2021. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards>

Contra Costa County. “Climate Action Plan.” Adopted by the Contra Costa County Board of Supervisors on 15 December 2015. <http://www.co.contra-costa.ca.us/DocumentCenter/View/39791/Contra-Costa-County-Climate-Action-Plan?bidId=>.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND SOILS – Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- ii) *Strong seismic ground shaking?*
- iii) *Seismic-related ground failure, including liquefaction?*
- iv) *Landslides?*

Less Than Significant With Mitigation Incorporated: Cal Engineering & Geology (CEG) prepared a geotechnical report on behalf of the project proponent which included an assessment of four subsurface test borings to depths up to 37 feet below the existing grade that had been logged by Engeo, Inc. in 2006 for a previous geotechnical site investigation. CEG's findings were peer-reviewed by the County Peer Review Geologist and a summary of the potential impacts is below:

- Surface Fault Rupture: The assessment of the risk of surface fault rupture focuses on the distance of the site from known active and potentially active faults. The report identifies the distance to faults considered active by the California Geological Survey (CGS), and states that the Concord fault is indicated to pass approximately 4 miles southwest of the project site. The site is not within an Alquist-Priolo Earthquake Fault Zone and no faults are mapped through the site; thus, CEG concludes that the risk of surface fault rupture is less than significant, and no further evaluation of fault hazards is recommended.
- Seismicity/Ground Shaking: The San Francisco Bay Region is considered one of the most seismically active regions of the United States. Consequently, it can be assumed that the proposed improvements will be subject to one or more major earthquakes during their useful life. Earthquake intensities vary depending on numerous factors, including (i) earthquake magnitude, (ii) distance of the site from the causative fault, and (iii) geology of the site. The USGS has stated that there is a 72 percent chance of at least one magnitude 6.7 or greater earthquake striking the Bay Region between 2014 and 2043. The "Seismic Ground Response" map (Figure 10-4) of the General Plan Safety Element classifies the site as moderately low damage susceptibility. This designation is applied to building sites located in areas of Pliocene age as well as Pleistocene alluvial deposits.

The risk of structural damage from earthquake ground shaking is controlled by building and grading regulations. The California Building Code (CBC) mandates that for structures requiring building permits (including the proposed self-storage buildings and retaining walls over 3 ft. in height), the design must consider both foundation conditions and proximity of active faults and their associated ground shaking characteristics. With conservative design and quality construction, ground shaking damage can be kept to a practical minimum. Design level geotechnical reports routinely provide seismic design parameters based on the CBC, and upon implementation of the mitigations below, adverse effects due to strong seismic ground shaking would be reduced to a less than significant level.

- Liquefaction: According to Figure 10-5 of the General Plan Safety Element, the eastern and central portion of the project site are within an area that is rated "moderate to low" liquefaction potential and the westernmost portion of the project site is rated "generally low" liquefaction potential. The "moderate to low" designation is based on the geologic mapping of the County. Specifically, lands mapped as Quaternary terrace deposits (of inferred Late

Pleistocene age) were classified "moderate to low" liquefaction potential. However, the Seismic Hazard Zone (SHZ) map issued by CGS indicates a potential liquefaction hazard for the easternmost parcel of the project site. Based chiefly on the borehole data gathered by Engeo Inc., the risk of liquefaction was determined by CEG to be less than significant. However, this is a preliminary finding that may be further evaluated in the design level geotechnical report.

- Landslides and Slope Stability: Figure 10-6 of the General Plan Safety Element presents a USGS geological hazard map based on landslide mapping of a well-qualified, experienced USGS Geologist (Nilsen, 1975). For the past 40 years the USGS landslide map has been used as a "screening criteria" by the County. Where a landslide is shown on a parcel being proposed for development or where there was a concentration of slides in the immediate vicinity on similar slopes, geotechnical assessment of the hazard was required on a case-by-case basis. In 2019 the State of California issued an official SHZ map of the Honker Bay Quadrangle. The Honker Bay Quadrangle map does not identify any landslide hazards adjacent on the project site. Furthermore, no evidence of shallow or deep-seated instability on the site was reported by CEG. In summary, the preponderance of evidence indicates that the risk of landslides can be considered to be less than significant.

Potential Impacts: The planning-level report of CEG provides a preliminary assessment of potential geologic, geotechnical, and seismic hazards, including (i) liquefaction potential, (ii) earthquake ground shaking hazard, and (iii) weak, undocumented fill. Each of these hazards require further analysis in a design-level report to confirm or modify CEG's preliminary opinion. There are potentially significant geologic/geotechnical impacts, but mitigation measures are available that would ensure the impacts are less than significant.

Accordingly, staff recommends that the following mitigation measures be incorporated as part of the project:

GEO-1: Prior to CDD stamp-approval of plans for issuance of a building or grading permit, whichever is first, the project proponent shall submit an updated, design-level geotechnical report to the County for review by the CDD and the County Peer Review Geologist which includes the following: 1) adequate laboratory testing of samples to characterize the expansion and corrosion potential of-the fill soils (and any native soils) that will be exposed on building pads, 2) for any hazards that are confirmed to be present (e.g., liquefiable sands, earthquake triggered settlement of fill, slope creep, corrosive soils), the report shall provide additional mitigation measures to adequately avoid or control damage, 3) an Original Geologic map of the project site showing the distribution of existing fill on the site and any other potential hazards (e.g., liquefiable sands), and 4) present a review of the drainage plan for the project (i.e. including adequacy of setback of basins from improvements and basin design).

GEO-2: Geotechnical observation and testing shall be administered during construction activities. The monitoring shall commence during clearing, and extend through grading, placement of fill and aggregate base, installation of drainage facilities, and foundation related work. These observations will allow the project geotechnical engineer to compare actual exposed conditions with anticipated conditions, and to verify that the contractor's work conforms with the geotechnical aspects of the plans and specifications. **Prior to requesting a final grading inspection**, the project proponent shall submit a report from

the project geotechnical engineer that documents their observation and testing services to that stage of construction, including monitoring, and testing of backfill required for utility and drainage facilities.

GEO-3: Prior to requesting a final building inspection for all buildings for human occupancy in the project as defined by the building code (2,000 person hrs./year), the project proponent shall submit a letter or report from the geotechnical engineer documenting the monitoring services associated with implementation of final grading, drainage, paving and foundation-related work. If the final inspection of all buildings is to be performed at one time, the geotechnical engineer's final report may address the entire project; if final inspections are to be staged over a period of time, there shall be geotechnical letters for each building/grouping of buildings at the time that the final building inspection is requested.

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

Less Than Significant Impact: According to the County's Peer Review Geologist there is a potential erosion hazard due to placement of fill on the project site as indicated by CEG in the geotechnical report, however, the erosion hazard can be controlled by implementation of effective drainage and erosion control measures (i.e., C-3 basins) as well as a long-term commitment to maintenance of slopes and drainage facilities. Additionally, any areas that are disturbed during construction of the project would be covered by the proposed improvements or landscaping. Since all areas of the property that will be disturbed will be covered by new structures, pervious and impervious surfaces, or landscaping, the potential for soil erosion or loss of topsoil is less than significant. Additionally, a routine provision for grading permits in Contra Costa County is a requirement for submittal of an erosion control plan. This plan is subject to technical review by inspectors of the County Grading Section. Normally there are refinements to erosion control plans as the winter rainy season approaches. Additional details are included in the refined erosion control plan, including such items as provisions for (a) storage of extra erosion control materials on site and (b) monitoring of the performance of disturbed areas on the site during/immediately following significant rainstorms. If erosion control facilities are damaged or failing to perform as intended, the erosion control measures being implemented on the site are refined to correct the deficiency. Implementation of an erosion control plan would further ensure that the project results in less than significant impacts due to erosion or the loss of topsoil. Furthermore, implementation of mitigation measures **GEO-1** through **GEO-3** would reduce the potential for the project to result in substantial soil erosion or loss of topsoil to less than significant levels.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact: As discussed in subsection-a above, the risk of liquefaction can be considered to be "generally low" in the westernmost area and "moderate to low" in the central and eastern area of the subject property. Additionally, no landslides have been identified on or near the proposed site. However, the County's Peer Review Geologist is concerned that there are potentially significant impacts due to the proximity of the bio-retention basins to the planned improvements (e.g., foundations).

The primary concerns with bio-retention structures are related to (i) providing suitable support for foundations and curbs constructed near the bio-retention facilities, and (ii) the potential for subsurface water from the bioretention areas to migrate (and possibly build up) beneath pavements and proposed buildings. Specific criteria and standards for the siting and design of such facilities are needed from the geotechnical engineer. For the proposed project, relatively small bio-retention basins are identified which are immediately adjacent to potential roadway and foundations. There is no evidence that CEG has reviewed the location and design of these structures. Implementation of mitigation measure **GEO-1** would ensure that the bio-retention basins are adequately designed to reduce any potential impacts on the proposed pavements and buildings to less than significant levels.

The Grading and Drainage Plans for the project are preliminary and can be expected to evolve during the processing of the application. CEG has recommended use of 2½:1 (h:v) or flatter gradients for all engineered slopes, and has identified an area of the site where retaining walls will be required to meet project objectives. Although the risk of the project being impacted by a landslide can be considered negligible as described in subsection-a above, slope creep is a potential hazard. It typically occurs on slopes underlain by expansive clays, and the downslope movement includes both lateral and vertical components. Slope creep is a slow process, typically involving a small fraction of an inch per year; however, this movement accumulates over the years and can result in several inches of lateral and vertical movement over the life of a structure. Due to the limited amount of relief of the site, creep is not expected to be a substantial hazard, provided that the specific geotechnical criteria for the project take this potential hazard into account. Implementation of mitigation measures **GEO-1** through **GEO-3** in subsection-a above would ensure that any potential impacts on soil stability are reduced to less than significant levels.

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

Less Than Significant Impact: The Soil Survey of Contra Costa County indicates that soils on the site are expansive and they may be highly corrosive. As indicated by the County's Peer Review Geologist, foundation systems are available to mitigate the hazard posed by expansive soils (e.g., use of poured, reinforced concrete pier system, or use of well-reinforced concrete mats that are of adequate thickness and reinforcement). Where the foundation is within approximately 7 feet of the top-of-slope, additional recommendations are normally provided to mitigate slope creep related damage, and special recommendations are provided to mitigate the hazards to pavement.

To evaluate the corrosion hazard that can be posed by soils, laboratory testing can be employed to determine if onsite soils are corrosive to steel and concrete that is in contact with the ground. Typically, geotechnical reports include testing of soils to make a preliminary assessment of this potential hazard. The data gathered is then forwarded to underground contractors, pipeline designers, and foundation designers so that adequate corrosion protection measures can be implemented. Additionally, if the designers of corrosion protection deem the test results insufficient, they may recommend additional testing. Laboratory testing that is to be performed by CEG will evaluate the hazards posed by these adverse soil properties and provide further recommendations to mitigate any adverse conditions that are confirmed to be present. Thus, implementation of mitigation measure **GEO-1** would ensure that potentially substantial direct or indirect risks to life or property created by expansive or corrosive soils is reduced to less than significant levels.

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

Less Than Significant Impact: The subject property is not located within the service area of the Delta Diablo Sanitary District. However, the project proponent has proposed extending a sanitary sewer line from the subject property to the existing sewer line located within the St. Raphael Drive right-of-way approximately 214 linear feet north of the project site. According to comments received from the Contra Costa LAFCO, there is no indication that annexation into the Sanitary District would not be supported in order to provide municipal sewer services to the proposed development to the existing public sewer service. Therefore, it is anticipated that, as proposed, there will be no septic system within the project.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigations Incorporated: The geotechnical report has not identified any unique geologic features which would be directly or indirectly destroyed by the project. The project site consists of soils and other geologic features which are typical in the surrounding Bay Point area. In addition, there are no known paleontological resources located at the project site that would be designated as unique.

Potential Impact: Although there are no known paleontological resources located on the subject property, ground disturbance during the project's construction phase has the potential for disturbing previously unknown unique paleontological resources.

In addition to the mitigation measures for Cultural Resources, the following mitigation measure will ensure that in the event unique paleontological resources are discovered, the proper actions are taken to reduce the adverse environmental impacts to unique paleontological resources to a less than significant level:

GEO-4: Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), all earthwork within 30 yards of the materials shall be stopped until the Community Development Division (CDD) has been notified, and a qualified paleontologist contacted and retained to evaluate the significance of the find, and, if deemed necessary, suggest appropriate mitigation(s).

Sources of Information

California Building Code, 2019.

Cal Engineering & Geology. "Planning Level Geotechnical Assessment, Proposed Evora Road Self-Storage Facility, Bay Point, CA" Prepared for Gallacher Development. 8 August 2019

Contra Costa County General Plan. "Chapter 10: Safety Element." 2005-2020. <http://www.co.contra-costa.ca.us/DocumentCenter/View/30920/Ch10-Safety-Element?bidId=>.

Contra Costa LAFCO. "LP19-2035." Dated 2 October 2019. Agency Comment Response Letter.

Darwin Myers Associates. "Geologic Peer Review – 30 Day Comments, LP19-2035" 15 October 2019.

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

SUMMARY:

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

Less Than Significant Impact: As discussed in the Air Quality section of this study, the Bay Area Air Quality Management District (BAAQMD) adopted the *Bay Area 2017 Clean Air Plan* that, in addition to various criteria air pollutants, addresses GHG emissions at a regional scale. The 2017 Thresholds of Significance include screening criteria for determining if a project would contribute to a significant impact to the environment due to the projected greenhouse gas (GHG) emissions. As is done with the regulated air pollutants, if the proposed project would generate GHG emissions above the identified threshold, then the project would be seen as having the potential for a significant impact. According to the Operational-Related Criteria Air Pollutant and Precursor Screening Level Sizes (Table 3-1) of the BAAQMD CEQA Guidelines, the operational GHG screening size for a “Warehouse” land use type is 64,000 square feet, which is less than the proposed 80,539 square-foot self-storage facility.

Thus, the project was analyzed using CalEEMod, which is a statewide land use emissions computer model designed in collaboration with the air districts of California to provide a uniform platform for quantifying potential criteria pollutants and GHG emissions associated with construction and operational activities of land use projects. Based on project specific data, the proposed improvements, and default data of the CalEEMod computer model; it is anticipated that the proposed development would result in GHG emissions levels as shown in the table below.

Operational-Related GHGs (Stationary Sources) Emissions Levels	
Emissions Type	Project Emissions (MT/yr.)*
Total CO ₂ (Bio-CO ₂ + NBio-CO ₂)	94.7727
CH ₄	0.00413
N ₂ O	0.00094
CO _{2e}	95.1561
Projected Project Total	193.443

*Project emission quantities calculated using CalEEMod 2016.3.2

The Air Quality CEQA Thresholds of Significance (Table 2-1) of the BAAQMD CEQA Guidelines indicates that a project with total Operational-Related GHG emissions from other than stationary

sources² that are at a minimum 1,100 metric tons/year level would have a significant impact on the environment. As the projected GHG emissions levels in the table above show, the potential for the project having a significant impact on the environment due to generating GHG emissions during operation-related activities is less than significant.

Whether or not construction-related emissions exceed the applicable thresholds of significance, BAAQMD recommends that projects implement basic best management practices for construction to reduce potential environmental impacts especially due to exhaust from diesel and other fossil-fuel burning engines, the release of dust from the project, and improperly operating equipment. Implementation of mitigation measures **AIR-1** through **AIR-10** would ensure that these construction-related best management practices are followed. Thus, there may be some increase in greenhouse gases due to the construction phase of the project, but they would be considered less than significant due to the temporary nature of construction activities. Therefore, upon implementation of the best management practice mitigation measures during the construction phase, the proposed project will have a less than significant impact on the generation of greenhouse gas emissions. In addition, the proposed project would not conflict with any applicable plan, policy, or regulation pertaining to the reduction of GHG.

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

Less Than Significant Impact: As discussed above in subsection-a and in accordance with the Contra Costa County Climate Action Plan, any impacts of the proposed project to the amount of greenhouse gas emissions in the County would be negligible. The emissions generated as a result of the operational activities of the self-storage facility will be far less than the 1,100 MT carbon dioxide threshold and will not result in significant levels of GHG that will conflict with any applicable plan, policy, or regulation pertaining to the reduction of GHG. There may be some increase in greenhouse gases as a result of the project, but they would be considered less than significant due to the temporary nature of the construction phase of the project.

Sources of Information

California Emission Estimator Model (CalEEMod). 2016

Bay Area Air Quality Management District. "California Environmental Quality Act, Air Quality Guidelines." May 2017. http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en.

Bay Area Air Quality Management District. "Spare the Air, Cool the Climate Final, 2017 Clean Air Plan." Adopted 19 April 2017. http://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_proposed-final-cap-vol-1-pdf.pdf?la=en.

Contra Costa County. "Climate Action Plan." Adopted by the Contra Costa County Board of Supervisors on 15 December 2015. <http://www.co.contra-costa.ca.us/DocumentCenter/View/39791/Contra-Costa-County-Climate-Action-Plan?bidId=>.

² Stationary sources include, e.g., diesel generators; stationary-source projects are those land uses that would accommodate processes and equipment that emit GHG emissions and would require an Air District permit to operate.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS – <i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: The proposed project consists of constructing a new self-service storage facility. The proposed improvements and overall project site will be utilized for commercial-related improvements and activities. Although small quantities of commercially available hazardous materials may be used for during operation for common-area cleaning or landscape maintenance, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Furthermore, staff will recommend a condition of approval prohibiting the storage of hazardous materials (e.g., by customers) at the site during operation.

There would be associated use of fuels, lubricants, paints, and other materials during the construction period. The use and handling of hazardous materials during construction would be subject to applicable federal, state, and local laws, including California Occupational Health and

Safety Administration (Cal/OSHA) requirements. With compliance with existing regulations, the project would have a less than significant impact from construction.

Therefore, the potential for impacts associated with handling, storing, and dispensing of hazardous materials, or through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment from project construction or operation would be less than significant.

- b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?*

Less Than Significant Impact: The proposed self-storage facility itself does not consist of the generation, routine transport, use, or disposal of hazardous materials. The temporary transportation of fueling and other construction-related materials during the initial construction phase has a less than significant impact for the accidental release of hazardous materials into the environment.

- c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact: The nearest school to the subject property is The Bay Christian School, located approximately 940 feet west of the subject property. There is no anticipated use of significant quantities of hazardous materials for the operation of the proposed mini-storage facility, and, as mentioned in subsection-a above, staff will recommend a condition of approval prohibiting the storage of hazardous materials (e.g., by customers) during operation. The only aspect of the project with potential to use hazardous materials would occur during the initial construction phase for the temporary transportation of fueling and other construction-related materials. Therefore, the impact on schools within the vicinity of the project will be less than significant.

- d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact: Pursuant to the Hazardous Waste and Substances Site List (Cortese List) maintained by the California Department of Toxic Substances Control (DTSC), the subject property is not identified as a hazardous materials site.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

No Impact: The project is not located within the vicinity of any public airport or public use airport and will not conflict with an airport land use plan. The nearest airport facility to the project site is the Buchanan Field Airport, which is approximately 4.75 miles southwest of the project site. Thus, the proposed project would not present any safety hazard or excessive noise for people residing or working in the project area.

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

Less Than Significant Impact: The project site fronts the southern edge of Evora Road across from Mota Drive and approximately 0.5 miles west of Willow Pass Road. Evora Road is a 3-lane corridor that would be used in the event of an emergency requiring evacuation of the local neighborhood. The proposed commercial/light industrial project would add seven buildings to this portion of Evora Road and is anticipated to be staffed by two employees during business hours. The project would facilitate driveway improvements to the Evora Road right-of-way along the site frontage including sidewalk improvements. As such, the project would be required to maintain minimum sight distances for vehicles entering and exiting the developed site. The proposed project will not impact any existing communication/utility structures such as power poles or telecommunications towers which may be necessary for an existing emergency response or evacuation plan such as the Contra Costa County Emergency Operations Plan that was adopted in June of 2015.

Although project construction would primarily occur onsite, water and sanitary sewer extensions from the project site to the existing water mains and sewer lines on St. Tropez Drive and St. Raphael Drive across Evora Road may require temporary road closures or reduced traffic lane access. Any obstruction of the roadway during construction will require an encroachment permit from the County Public Works Department. Furthermore, implementation of mitigation **NOI-4** would ensure that good faith efforts are made to avoid interference with existing neighborhood traffic flows. Accordingly, the project would have a less than significant impact on emergency response and emergency evacuation plans.

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

Less Than Significant Impact: The subject property is located in lands classified as *High Fire Hazard Severity Zone* and is located within the service area of the Contra Costa County Fire Protection District (CCCFPD). The Department of Conservation and Development, Community Development Division (CDD) generally refers requests for new land uses to the respective Fire District for review and comment to ensure that the proposed project does not conflict with applicable fire codes. Such was done for the proposed project, and there was no indication from the Fire District that the proposed project poses a significant fire risk. Based on the CCCFPD review, the project proponent will be required to provide an adequate and reliable water supply for fire protection and new fire hydrants in accordance with Chapter 5 and Appendix C of the California Fire Code. The Fire District advised that the project will be required to comply with current building codes, including those requiring the installation of radio coverage for emergency responders and automatic fire sprinklers in new buildings. In addition, the CCCFPD advised that flammable or combustible liquid storage tanks shall not be located on the site without the necessary permits from the Fire District, and that the owner shall cut down and remove all weeds. The applicant has begun working with the Fire District to meet the requirements. The CCCFPD provided additional comments to the applicant on January 29, 2020 which advised that emergency apparatus require travel distances to within 150 feet of all portions of the exterior walls of every building. In response, the applicant reduced the length of Building G by approximately 12 feet and 1,090 square feet (as shown on revised Grading Plans, received April 30, 2021) to allow emergency apparatus and fire hose access to reach all points of the exterior of the building. Thus, by complying with the requirements of the Fire District and obtaining Fire District approval prior to building occupancy or use is allowed, any potential for exposure of people or structures to a significant risk of loss, injury or death involving wildland fires is reduced to a less than significant level.

Sources of Information

California Department of Toxic Substances Control. “Hazardous Waste and Substances Site List (Cortese).” Accessed in 2020. <https://dtsc.ca.gov/dtscs-cortese-list/>

California State Geoportal. “California Fire Hazard Severity Zone Viewer.” Accessed in 2020. <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>.

Contra Costa County Fire Protection District. “Self-Storage Complex, Evora Road, Bay Point.” Agency Comment Response Letter. 9 October 2019.

Contra Costa County Fire Protection District. “Self-Storage Unit, 4357, 4500, 4700 Evora Rd., Bay Point, CCCFPD Project No.: P-2020-00262.” Letter. 29 January 2020.

Humann Company Inc. “Preliminary Grading Plans, sheets C-1 through C-5.” 30 April 2020. Revised (Building G) 30 April 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: The proposed development of a self-storage facility on a parcel that is designated for Light Industrial land uses is of a nature that will not consist of any manufacturing, processing, or other activities which would generate by-products or waste that would pose a significant risk for impacting water quality or waste discharge requirements within the County. The project site is located adjacent to the service area of the Delta Diablo Sanitary District and after annexation into their district boundaries, the project site will have access to public sewage disposal services that exist within the St. Raphael Drive right-of-way. Additionally, because the project would create approximately 107,880 square feet of new impervious area, the applicant submitted a Preliminary Stormwater Control Plan (SWCP) for the proposed stormwater management facilities and controls as required by the Contra Costa Clean Water Program. According to the submitted SWCP, storm water generated at the site will be collected and treated on-site via flow-through planters and bio-retention areas located throughout the project area. The bioretention basins and vegetated areas would serve as soil filtration facilities prior to the discharge of storm water to storm drains. By utilizing a public wastewater system and a County-approved SWCP which complies with the California Regional Water Quality Board C.3 requirements, the potential for the proposed project violating any water quality standards or waste discharge requirements is less than significant.

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

Less Than Significant Impact: The subject property is located adjacent to the service area of the Golden State Water Company (GSWC) and annexation into the water district will be necessary to allow the project site to connect to existing water mains located within St. Tropez Drive across Evora Road. Since the project proposes to utilize a public water supply, there will be no interaction between the proposed facility and any groundwater table or aquifer that may exist at the subject site. Thus, the potential for the proposed project substantially depleting groundwater supplies or interfering with groundwater recharge is less than significant.

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

- i) *Result in substantial erosion or siltation on- or off-site?*
- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

- 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?*
- iv) *Impede or redirect flood flows?*

Less Than Significant Impact (i-iv): Division 914 of the County Ordinance Code requires that all storm water entering and/or originating on this property to be collected and conveyed, without diversion and within an adequate storm drainage system, to an adequate natural watercourse having a definable bed and banks or to an existing adequate public storm drainage system which conveys the storm water to an adequate natural watercourse.

The subject property primarily drains in the direction of SR 4 and drainage is currently collected by an existing concrete v-ditch that traverses the property from the north to the south across from Mota Drive and connects to another v-ditch that flows outside the southern boundary of the property. The areas of the property proposed for development are east of the concrete ditch and no changes are proposed for the concrete v-ditch. As proposed, the project site will drain through a series of flow-through planters and bioretention basins before connecting into an existing 66-inch storm drain on the eastern portion of the project site via an 18-inch storm drain. The applicant has provided a Hydrology and Hydraulics report which determined that the existing drainage system is adequate enough for the proposed development. The most western portion of the site will remain an open space and maintain its original drainage pattern. No stream or river will be altered as a result of any element of the proposed project. In addition, implementation of mitigation measure **BIO-2** would ensure that grading and construction activities do not result in potentially significant polluted runoff to and siltation of the adjacent v-ditch waterways. The proposed project is not located within or near a flood plain or flood hazard area; thus, the project will not affect flood flows in the area. Therefore, the potential for the proposed project significantly altering drainage patterns in a manner that would result in substantial erosion, polluted runoff, or flooding is less than significant.

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

No Impact: Seiche, tsunami, and mudflow events are generally associated with large bodies or large flows of water. The subject property is not located near any of the County's large water bodies or natural water courses which would increase the potential for a seiche, tsunami, or mudflow event. There is also no proposal to remove or modify any existing dam, levee, or other infrastructure used to divert or otherwise control large volumes of water as part of the project. Therefore, the proposed project will have no impact to current exposures of people or structures to a significant risk of loss, injury, or death involving flooding, seiche, tsunami, or mudflow.

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

Less Than Significant Impact: As discussed above in subsection-b, the project site is located adjacent to the service area of the GSWC and annexation into the water district will be necessary to allow the project site to connect to existing water mains located within St. Tropez Drive across Evora Road. According to comments received from the Contra Costa LAFCO, there is no indication that annexation into the GSWC district would not be supported in order to provide municipal water services to the proposed development. Once annexed, as a public utility regulated by the California Public Utilities Commission (CPUC), the GSWC would be allowed to extend services to the new customers within its service area in compliance with CPUC Rule 15 regarding Main Extensions.

The project proponent proposes to install a new 8-inch water main across the Evora Road right-of-way extending approximately 214 linear feet from the project site to St. Tropez Drive. The project would then tie-in to this extension for water service. The likelihood for environmental impacts from the water main extension is low because all physical improvements would be within the previously disturbed right-of-way. Since the project proposes to utilize a public water supply, no groundwater wells would be required. Furthermore, there is no indication that the project would conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Sources of Information

California Department of Conservation. “Contra Costa County Tsunami Inundation Maps.” Accessed in 2020. <https://www.conservation.ca.gov/cgs/Pages/Tsunami/Maps/ContraCosta.aspx>

Contra Costa County Public Works Department. “Land Use Permit LP19-2035 Staff Report & Conditions of Approval.” Received on 30 September 2020.

FEMA. “FEMA Flood Map Service Center.” Website. Accessed in 2021. <https://msc.fema.gov/portal/home>

Golden State Water Company (U 133 W). “Rule No. 15 Main Extensions.” Effective 10 March 2017. Accessed in 2021. <https://www.gswater.com/sites/main/files/file-attachments/rule-15b.pdf?1603410416>

Humann Company Inc. “Preliminary Grading Plans, sheets C-1 through C-5.” 30 April 2020. Revised (Building G) 30 April 2021

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING – <i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

No Impact: The subject property consists of three vacant lots located within a partially developed area of Bay Point. Existing land uses in the area primarily consists of medium- and high-density single-family residential housing to the north, public-semi-public lands (e.g., SR 4) to the south, open space uses to the northwest, and a church west of the subject property. The subject property is 7.75 acres in area although approximately 3.16 acres is designated for Open Space (OS) land uses. The proposed self-storage facility will be entirely located within the remaining 4.59 acres of the subject property that are located within a Light Industrial zoning district. Furthermore, the proposed project does not consist of a new roadway, wall structure, or other improvements that would

physically divide, or impede or disrupt the manner in which people enter and exit the Bay Point area. Therefore, the project will not physically divide any established communities.

- b) *Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

Less Than Significant Impact: The subject property is located within an area with a General Plan Land Use designation of Open Space (OS) and Light Industry (LI). An approximately 3.16-acre area of the subject property is designated for Open Space (OS) land uses. Development of the buildings and other improvements associated with the storage facility will occur wholly within the approximately 4.59-acre area of the subject property designated for Light Industrial (LI) uses. In addition to the proposed project elements, the project proponent has offered an approximately 8-foot-wide area which could potentially be used by a third-party for a future public trail path connecting Evora Road to the Via Delta de Anza Regional Trail. The area for the future trail is also located within the L-I zoning district.

Generally speaking, the intent of the LI designation is to allow light industrial activities such as processing, packaging, fabricating, distribution, research and development, and warehousing and storage, in addition to similar uses that emit only limited amounts of smoke, noise, light, or pollutants. The County General Plan applies standards to projects within the LI designation for maximum site coverage and building height that are intended to avoid substantial environmental effects. The proposed seven building self-storage facility is a warehouse and storage use with a maximum building height of 50 feet that will cover approximately 33% of the total area of the property that is designated LI.

The portion of the project site to be offered for potential future establishment of a trail connection is related to development of The Bay Church located on the property west of the subject property (County File #CDDP91-03001) and is not related to nor required for this storage facility. Therefore, development of the trail area is not analyzed as part of the proposed project and will require a separate CEQA analysis if and when that project is proposed.

The Conservation Element of the General Plan lists three overall conservation goals (8A-8C):

- Conservation Goal 8A: To preserve and protect the ecological resources of the County.
- Conservation Goal 8B: To conserve the natural resources of the County through control of the direction, extent, and timing of urban growth.
- Conservation Goal 8C: To achieve a balance of uses of the County's natural and developed resources to meet the social and economic needs of the County's residents.

The subject property is not located within an area of known ecological sensitivity and the entire project site has been previously disturbed, primarily through maintenance of the vacant parcels (i.e., periodically clearing grasses, discarded trash, etc.). By developing the area of the vacant lots that is previously designated for LI land uses in an area of the County with nearby available infrastructure, the proposed project is consistent with Goal 8B. The project does not affect any known gas or mineral resources and, through the implementation of mitigation measures throughout this Initial Study, would not significantly affect air, water, aesthetic, or cultural resources in Contra Costa County.

Thus, the project is consistent with the County’s overall conservation goals and has a less than significant potential for conflicting with any applicable land use, policy, General Plan, Specific Plan, or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect.

Sources of Information

Contra Costa County General Plan. “Chapter 3: Land Use Element.” 2005 – 2020.

<http://www.co.contra-costa.ca.us/DocumentCenter/View/30913/Ch3-Land-Use-Element?bidId=>.

Contra Costa County General Plan. “Chapter 8: Conservation Element.” 2005-2020.

<http://www.co.contra-costa.ca.us/DocumentCenter/View/30918/Ch8-Conservation-Element?bidId=>.

Contra Costa County Code. “Title 8 – Zoning.” Accessed in 2020.

https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO.

Revised Project Plans. Received on 11 March 2020 and 30 April 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES – <i>Would the project:</i>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact: According to Figure 8-4 (Mineral Resource Areas) of the Contra Costa County General Plan, the subject property is not located within an area identified as a significant mineral resource area. Additionally, staff is unaware of any prior studies done at the subject property that indicate the presence of mineral resources. Four subsurface test borings to depths up to 37 feet below the existing grade were logged by Engeo, Inc. in 2006 and were analyzed by CEG as part of their planning-level geotechnical report for this project. Based on their analysis of the borings and field survey, CEG did not identify any mineral resources in the project vicinity. Thus, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

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

No Impact: The project site is not within an area of known mineral importance according to the Conservation Element of the General Plan. Therefore, the project would not impact any mineral resource recovery site.

Sources of Information

Cal Engineering & Geology. “Planning Level Geotechnical Assessment, Proposed Evora Road Self-Storage Facility, Bay Point, CA” Prepared for Gallacher Development. 8 August 2019.

Contra Costa County General Plan. “Chapter 8: Conservation Element.” 2005-2020.
<http://www.co.contra-costa.ca.us/DocumentCenter/View/30918/Ch8-Conservation-Element?bidId=>.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE – Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

Less Than Significant With Mitigation Incorporated: The subject property is located approximately 135 feet north of SR 4. Although the western portion of the subject property is within a General Agriculture (A-2) zoning district, the area for proposed structural development is contained on the eastern portion of the property that is within a Light Industrial (L-I) zoning district. The surrounding area is generally hilly terrain with lands designated for single-family residential and auxiliary uses (e.g., church), open space, park and recreational, and public-semi-public uses (e.g., SR 4 and the Via Delta de Anza Regional Trail). The area north of the proposed self-storage facility has been developed with single-family residences, and the area west of the property has been developed with a church. Other developments in the vicinity include a light-industrial metal fabrication facility approximately 700 feet east of the project site on Evora Road.

According to Figure 11-5D of the County General Plan's Noise Element, the subject property is within an area of the County where 2005 day/night average sound levels (DNL) and community noise exposure levels (CNEL) range between 60 and 70 decibels (dB). Additionally, Table 11-2 of the Noise Element indicates that in this area of Bay Point, the future DNL noise levels within 100 feet of SR 4 are 78dB, and that the distance from SR 4 to areas where 60 DNL is typically observed is approximately 2,000 feet.

The proposed self-storage facility can be considered a "warehouse" type use, which generally falls under light industrial or industrial land use categories. Policy 11-1 of the County General Plan requires new projects to meet acceptable noise level standards as established and shown in the Land Use Compatibility for Community Noise Environments (Figure 11-6) of the County General Plan's Noise Element. Figure 11-6 indicates that noise exposure levels up to 75 decibels are considered as "Normally Acceptable" for land uses that fall within "Industrial" land uses, and any noise exposures above 80 decibels are generally considered as "Conditionally Acceptable." Pursuant to Policy 11-2, the guidelines in Figure 11-6, along with the future noise levels shown in the future noise contours maps, should be used by the county as a guide for evaluating the compatibility of "noise sensitive" projects in potentially noisy areas. Although the proposed project is within an area of the County where DNL and CNEL noise levels are 60 dB, the self-storage facility would not be considered a "noise sensitive" project and thus would not require further evaluation of the potential noise impacts on its operation.

Any production of noise levels in excess of established standards would be associated with the grading and construction phase of the proposed project. However, the noise produced during these aspects of the proposed project would be temporary in nature. The existing topography, distance of the project site to the residential homes across from Evora Road, and the existing soundwall between those homes and Evora Road would help reduce any impacts from temporary construction noise. Furthermore, General Plan policies and implementation measures exist to ensure that potential impacts of temporary or permanent increases in ambient noise levels in the vicinity of projects due to construction or operation are less than significant, including those intending to minimize noise impacts of proposed development projects through proper site planning, architectural layout, or construction modifications.

Potential Impacts: During project construction of the future buildings, a temporary increase in ambient noise levels would occur, and there may be periods of time when there would be loud noise from construction equipment, vehicles, and tools. The temporary activities during the construction phase of the project have the potential for generating noise levels in excess of standards described in the Noise Element of the County General Plan.

Implementation of the following noise mitigation measures throughout the construction phase would reduce impacts from temporary increases in ambient noise levels to less than significant levels:

NOI-1: A pre-construction meeting with the job inspectors and the general contractor/onsite manager shall be held to confirm that all noise mitigation measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed prior to beginning construction.

NOI-2: The applicant shall notify neighbors within 300 feet of the subject property at least one week in advance of grading and construction activities.

NOI-3: The applicant shall designate a construction noise coordinator who will be responsible for implementing the noise control measures and responding to complaints. This person's name and contact information shall be posted clearly on a sign at the project site and shall also be included in the notification to properties within 300 feet of the project site. The construction noise coordinator shall be available during all construction activities and shall maintain a log of complaints, which shall be available for review by County staff upon request.

NOI-4: The following construction restrictions shall be implemented during project construction and shall be included on all construction plans.

1. The applicant shall make a good faith effort to minimize project-related disruptions to adjacent properties, including, but not limited to noise. This shall be communicated to project-related contractors.
2. The applicant shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors as far away from existing residences as possible.
3. Large trucks and heavy equipment are subject to the same restrictions that are imposed on construction activities, except the hours for transportation to and from the site are limited to 9:00 am to 4:00 pm.
4. All construction activities shall be limited to the hours of 8:00 am to 5:00 pm, Monday through Friday, and are prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:
 - New Year's Day (State and Federal)
 - Birthday of Martin Luther King, Jr. (State and Federal)
 - Washington's Birthday (Federal)
 - Lincoln's Birthday (State)
 - President's Day (State and Federal)
 - Cesar Chavez Day (State)
 - Memorial Day (State and Federal)
 - Independence Day (State and Federal)
 - Labor Day (State and Federal)
 - Columbus Day (State and Federal)
 - Veterans Day (State and Federal)
 - Thanksgiving Day (State and Federal)
 - Day after Thanksgiving (State)
 - Christmas Day (State and Federal)

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact: The proposed self-storage facility is primarily a "warehouse" type use that will not consist of any manufacturing, processing, or other activities that would result in excessive ground borne vibration as a result of its daily use and operation. Any groundborne vibration or groundborne noise that may be created as part of the project would be produced during

the construction phase. Therefore, any possible groundborne vibrations or groundborne noise would be temporary in nature and would be limited to the restricted construction hours as typically conditioned for development permits approved by the County. In addition, based on available information, there is no indication that structural piers or piles will be necessary; thus, there are no anticipated significant impacts from groundborne vibrations due to pile driving activities. Additionally, the existing topography, distance of the project site to the residential homes across from Evora Road, and the existing soundwall between the homes and Evora Road would help reduce any construction-related impacts from temporary groundborne vibrations or groundborne noise. Thus, based on the nature of the proposed improvements and the limited hours and overall anticipated duration for the construction phase of the project in addition to implementation of mitigation measures **NOI-1** through **NOI-4**, the probability for excessive ground borne vibration or ground borne noise levels is less than significant.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact: The subject property is not located within two miles of a public airport or airstrip, nor is it located within an area covered by the County’s Airport Land Use Compatibility Plan. The nearest public airport is Buchanan Airport, which is located over 4 miles southwest of the subject property.

Sources of Information

County Airport Land Use Compatibility Plan

Contra Costa County General Plan. “Chapter 11: Noise Element.” 2005-2020. <http://www.co.contra-costa.ca.us/DocumentCenter/View/30921/Ch11-Noise-Element?bidId=>.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING – <i>Would the project:</i>				
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

No Impact: The proposed project consists of constructing a new self-storage facility that will be staffed by two employees per shift during business hours. Two employees per shift is not a significant employment opportunity that would result in a substantial population increase in the Bay Point area. In addition, the project is exempt from the requirements of the County’s Child Care Facilities Ordinance (Section 82-22.1002(9)) due to having fewer than 100 employees and will not significantly impact child care needs in the Bay Point Area. Thus, as a type of use that depends on existing demand from the surrounding community, the proposed facility is not an improvement of a nature that will directly cause a substantial increase in population. In addition, while the project proposes driveway and sidewalk improvements along Evora Road, the project does not require the extension of roads. The right-of-way improvements will thus not indirectly cause a substantial increase in population.

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

No Impact: The proposed project consists of constructing a new self-storage facility on vacant lots that have been previously zoned for light industrial development and agricultural land uses. There is no need to alter or remove any of the surrounding residential units or auxiliary uses in order to establish the proposed development. Thus, the project would not directly or indirectly displace any existing housing, nor necessitate the construction of replacement housing elsewhere.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES – <i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>				
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

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

a) *Fire Protection?*

No Impact: The proposed project consists of establishing a new self-storage facility on an existing property designated for light-industrial uses. In a comment letter dated October 9, 2019, there was no indication from the Fire District that new fire protection facilities would be needed as a result of this project. The Public Facilities/Services Element of the County General Plan requires fire stations to be located within 1.5 miles of developments in urban areas. The Bay Point area is served by Fire

Station 86, currently located on Willow Pass Road approximately 1.25 miles northeast of the project site. Thus, the project would meet this General Plan policy and no new or physically altered fire protection facilities are required as a result of the proposed project.

b) *Police Protection?*

No Impact: Police protection and patrol services in the Bay Point area and the project vicinity are provided by the Contra Costa County Sheriff's office. The Public Facilities/Services Element of the County General Plan requires 155 square feet of station area per 1,000 population in unincorporated Contra Costa County. As discussed earlier in this study, the proposed project for a self-storage facility staffed by up to two employees during business hours would not increase the population within this area of the County. Therefore, the proposed development would not impact the County's ability to maintain the General Plan standard of having 155 square feet of station area and support facilities for every 1,000 members of the population. Thus, the proposed project will not result in the need for new or expanded police protection facilities or services in the County.

c) *Schools?*

No Impact: The proposed project is a self-storage facility and will be staffed by up to two employees during business hours. The project does not include the establishment of uses that require the services of any school facility, nor would the anticipated number of employees result in the need for new schools. Therefore, there is no potential for the need to add new school facilities or to modify any existing school facilities.

d) *Parks?*

No Impact: The proposed project is a self-storage facility and will be staffed by up to two employees during business hours. The policy for Parks and Recreation in the Growth Management element of the County General Plan indicates that a standard of three acres of neighborhood parks per 1,000 persons (population) should be maintained within the County. The project does not include the establishment of uses that require the services of any park facility. Furthermore, two employees per shift is not a significant employment opportunity that would result in a population increase in the Bay Point area. Therefore, there is no potential for the need to add new park facilities or to modify any existing park facilities.

e) *Other public facilities?*

No Impact: The proposed project is a self-storage facility and will be staffed by up to two employees during business hours. The project does not include the establishment of uses that require the services of any library, health facility, or other public facilities. Therefore, there is no potential for the need to add new libraries, health facilities, or other public facilities, or to modify any existing libraries, health facilities, or other public facilities.

Sources of Information

Contra Costa County Fire Protection District. "Self-Storage Complex, Evora Road, Bay Point."
Agency Comment Response Letter. 9 October 2019.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUMMARY:

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact: The deterioration, daily use, and demand for neighborhood parks and other recreational resources is largely dependent on the number of people in the surrounding area and the frequency in which they utilize those resources. As discussed in the Population and Housing Section of this study, the proposed project will not result in a population increase in the County. In addition, the proposed land use is not of the type that would otherwise result in the increased use of recreational areas within the County. Therefore, there is no potential for the proposed project causing substantial physical deterioration in a manner that would have an adverse physical effect on the environment.

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

No Impact: The proposed project consists of establishing a new self-storage facility on an existing property designated for light-industrial uses. Although the project does not include the construction or the expansion of recreational facilities, the project proponent has offered an approximately 8-foot-wide area which could potentially be used by a third-party for a future public trail path connecting Evora Road to the Via Delta de Anza Regional Trail. If and when the trail would be improved for access to the Delta de Anza Trail, that project would also be subject to a separate CEQA review for potential impacts. Staff will recommend as part of conditions of approval that if an easement for the public trail path is not accepted within 10 years, the Zoning Administrator may consider allowing the abandonment of the offer. Thus, there is no potential for the proposed project causing an adverse physical effect on the environment through the construction or expansion of recreational facilities.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION – Would the project:				

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: The subject property fronts Evora Road, a three-lane roadway with a 45 mile per hour speed limit. Access to the proposed self-storage facility will be through one driveway at the east end of the site. Regional access to the project site would be via SR 4, located just south of the project site. Two full interchanges to SR 4 are nearby, with one at Willow Pass Road to the west and the other at Willow Pass Road to the east (two sections of Willow Pass Road “bookend” Evora Road in this area of Bay Point). The project proposes infrastructure improvements on and around the site to improve access and circulation:

- Widening of Evora Road along the project’s frontage by four feet.
- Restriping of the existing striped median to provide a left turn lane into the project site and an acceleration/refuge lane for vehicles turning left out of the project.
- Construction of a five-foot sidewalk along the project’s frontage that would connect to the signalized intersection at Mota Drive.

Policy 4-c of the Growth Management Element of the General Plan requires a traffic impact analysis of any project that is estimated to generate 100 or more AM or PM peak-hour trips. In order to determine if the project would require a traffic impact analysis, Fehr and Peers prepared a Transportation Assessment (Assessment, dated March 18, 2020) on behalf of the project applicant. Utilizing trip generation analysis for projects in the mini-warehouse category, Fehr and Peers estimates that the project is expected to generate approximately 122 daily average trips. Fehr and Peers further estimates that in the morning peak hour of travel, the proposed project is expected to generate eight total vehicle trips, with five being inbound and three being outbound. In the evening peak hour of travel, the project is forecast to generate fourteen total vehicle trips, with seven being inbound and seven being outbound.

The project proposes a five-foot sidewalk along its frontage connecting to the Mota Drive intersection and also proposes to widen Evora Road to accommodate the future installation of Class II bicycle lanes. Bicycle parking requirements are not specified in the County Code for the proposed self-storage land use. However, based on the County’s Code requirements for other land uses (i.e.,

office), the project proposes two bicycle parking spaces (via a rack) near the main building lobby. The project proposes to provide four striped vehicle parking spaces, which is more than what would be required pursuant to the County's Off-Street Parking Ordinance (Section 82-16.406) for a 675 square-foot gross office floor area. The project's design allows vehicles to flow throughout the site and park adjacent to self-storage units to load and unload.

Tri Delta Transit currently provides transit service within the vicinity of the project site, with the nearest stop located on Evora Road at St. Tropez Drive for westbound travel. There are no other bus stops located in the project site's immediate vicinity. No changes to the transit stop location or design are proposed as part of the project.

Since the proposed project would generate less than 100 peak hour trips, a traffic impact analysis is not required in accordance with General Plan Policy 4-c. In addition, there is no indication from the County Transportation Planning Division that the project does not comply with the County's Complete Streets policies. Furthermore, the project is in compliance with the County's policies on bicycle and vehicle parking. Therefore, the project would have a less than significant impact on programs, plans, ordinances or policies regarding transit, roadway, bicycle, and pedestrian facilities.

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

Less Than Significant Impact: On September 27, 2013, Senate Bill (SB) 743 was signed into law. The legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the State had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled and thereby contribute to the reduction of greenhouse gas emissions. In December of 2018, the Governor's Office of Planning and Research (OPR) finalized new CEQA guidelines (CEQA Guidelines section 15064.3), that identify vehicle miles traveled (VMT) as the most appropriate criteria to evaluate a project's transportation impacts.

The *Contra Costa County Transportation Analysis Guidelines* establish thresholds of significance to determine whether a proposed project's VMT impact is significant. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, projects that do not exceed either the screening criteria or thresholds of significance should be expected to cause a less-than-significant impact under CEQA and do not require further VMT analysis.

The self-storage project is a local serving land use that is expected to serve customers and trips from the local community. According to Fehr and Peers, while there are no existing self-storage facilities within the adjacent community of Bay Point, the neighboring communities of Pittsburg and Concord provide many self-storage options for potential customers. Within Pittsburg, there are a considerable number of self-storage facilities located five to six miles east of the project along the Railroad Avenue and Loveridge Road corridors. Within Concord, there are existing self-storage facilities located three to four miles south of the project site along Olivera Road and in the Concord Avenue corridor.

Based on Fehr and Peers' analysis of the locations of competing self-storage facilities and potential customers (residential and commercial), an average trip length of 1.8 miles was calculated for project generated vehicle trips. The total daily project VMT associated with the project is estimated to be 220 vehicle miles. However, Fehr and Peers noted that the likely overall impact of VMT of the project will be reductive. Upon project development, local self-storage customers will travel a

smaller distance to execute their trip (rather than travel further to facilities in Pittsburg or Concord). This dynamic is common to most infill local serving land uses.

Based on Fehr and Peers' analysis, the proposed project would generate less than the 836 VMT per day screening criteria set forth in the County's *Transportation Analysis Guidelines* and thus does not require further VMT analysis. Therefore, as a local serving, low VMT generating facility, the project would have a less than significant impact on vehicle miles traveled and does not conflict with CEQA guidelines section 15064.3(b).

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

Less Than Significant Impact: As mentioned above, access to the proposed project site would be through a single driveway on Evora Road located approximately 450 feet east of St. Tropez Drive. At this location, Evora Road is currently a three-lane roadway with a center refuge lane/median. This center lane is used as a left turn lane at existing intersections on Evora Road up and downstream of the project, and the project proposes to re-stripe that space for use as a left turn lane into the project site. The project driveway approach to Evora Road would be controlled by a stop sign, with through traffic on Evora Road being uncontrolled.

The posted speed limit on Evora Road along the project's frontage is 45 miles per hour. Sight distance looking west from the project driveway is unobstructed for more than 1,000 feet. Looking east from the project driveway a vertical curve (hill) obstructs sight distance a few hundred feet upstream of the site. According to Fehr and Peers, the project's civil engineer has calculated the sight distance for a vehicle exiting the project driveway at 453 feet looking to the east. Based on Table 201.1 of the Caltrans Highway Design Manual (HDM) a stopping sight distance of 453 feet is adequate for a design speed of 50 miles per hour. In addition, the median refuge lane proposed by the project will enable vehicles exiting the project site to divide the movement into two separate maneuvers, first crossing the eastbound lanes of traffic and then entering the westbound lanes. This will effectively increase sight distance for exiting vehicles entering westbound traffic as they move further west as they enter the refuge lane.

In order to construct driveway, sidewalk, and roadway improvements, the applicant is required to obtain an encroachment permit from the Contra Costa Public Works Department. Approval from Public Works for these improvements would ensure that the restriping of the median left turn lane into the project site and refuge lane exiting the project site is designed in accordance with County and Caltrans standards. Thus, the project will have a less than significant impact regarding increased hazards due to potential geometric design features.

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

Less Than Significant Impact: The project was referred to the Contra Costa County Fire Protection District (CCCFPD) for agency comments. In their response dated October 9, 2019, staff of the CCCFPD indicated concern that the access as shown on the project plans did not comply with Fire District requirements for paved lane width, grooved concrete for grades exceeding sixteen percent, adequate turnaround, and a second access point. The plans were revised in March of 2020, and according to the Transportation Assessment by Fehr and Peers (March 18, 2020), the project appears to be adequately designed to accommodate turn movements of fire trucks into and out of the site and the turnaround at the western end of the project site appears to be designed to allow emergency

vehicles to turn. Additionally, all construction plans will be subject to the applicable Fire Code that is in effect at the time when the application for a building permit is submitted. The routine review of construction plans will ensure that the proposed project has no potential for adversely impacting existing emergency access to the subject property or other properties within the County.

Sources of Information

California Office of Planning and Research. “Technical Advisory on Evaluating Transportation Impacts in CEQA”. Accessed in 2021. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

Contra Costa County Conservation and Development Department and Public Works Department. “Transportation Analysis Guidelines.” 23 June 2020. <https://www.contracosta.ca.gov/DocumentCenter/View/69374/FINAL-CCC-Transportation-Analysis-Guidelines-v2-12-15-20?bidId=>

Contra Costa County Fire Protection District. “Self-Storage Complex, Evora Road, Bay Point.” Agency Comment Response Letter. 9 October 2019.

Fehr and Peers. “Evora Road Self Storage – Transportation Assessment.” Memo. Dated 9 November 2020. Received on 3 March 2021.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES – <i>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</i>				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less Than Significant Impact: As discussed in Section 5 (Cultural Resources), the subject property is not listed on Contra Costa County’s Historic Resources Inventory, on California’s Register of Historical Resources, or on the National Register of Historic places. Nor is there any building or structure that qualifies to be listed. The proposed project was evaluated by the CHRIS, who indicated that, based on their evaluation of the environmental setting and features associated with known sites, there is a moderate potential for unrecorded Native American resources in or near the proposed project site. A Notice of Opportunity to Request Consultation for Land Use Permit for the Evora Road Self-Storage Facility was sent to the Wilton Rancheria on September 1, 2020. No requests for consultation or responses regarding tribal cultural resources have been received from California Native American tribes at the time of completion of this study. Additionally, as part of the Archaeological Assessment performed by Basin Research Associates (report dated January 23, 2020), various Native American individuals and groups listed by the State of California NAHC were contacted for additional consultation. The Assessment did not identify any evidence of prehistoric or historic cultural materials either in the literature/record review or during the field inventory survey conducted on the property. Additionally, there is no evidence in the record at the time of completion of this study that indicates the presence of human remains at the project site. Regardless, there is a possibility of cultural resources or human remains to be found within the vicinity of the project, and upon implementing mitigation measures **CUL-1** through **CUL-3**, impacts to tribal cultural resources will be less than significant.

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Less Than Significant Impact: Please see discussion in subsection-a above.

Sources of Information

Basin Research Associates. “Archaeological Review – Evora Road, Unincorporated Bay Point (Pittsburg) as requested by Contra Costa County Department of Conservation and Development, Community Development Division (LP19-2035 / APNs 098-220-019, -018, -015).” 23 January 2020.

California Historical Resources Information System. “LP19-2035 / APNs 098-220-019, -018, -015 at Evora Road, Pittsburg / Gallacher Development.” Correspondence. 15 October 2019

Contra Costa County. “Historic Resources Inventory.” Revised 2019. Accessed in 2021.
[https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=.](https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId=)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS – <i>Would the project:</i>				

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: The project site is located in a developed, urbanized area which is served by existing storm water drainage, electric power, natural gas, and telecommunications services. Temporary power for construction activities would be provided by PG&E. The applicant will be required to apply for temporary power and follow the permitting process for connecting to the electrical grid. There is no indication from any of these utility service providers that the proposed self-storage facility would result in a need to relocate, expand, or construct new facilities in such a way as to cause significant environmental effects.

The project site is located adjacent to the service area of the Golden State Water Company (GSWC) and annexation into the water district will be necessary to allow the project site to connect to existing water mains located within St. Tropez Drive across Evora Road. According to comments received from the Contra Costa LAFCO, there is no indication that annexation into the GSWC district would not be supported in order to provide municipal water services to the proposed development. Once annexed, as a public utility regulated by the California Public Utilities Commission (CPUC), the GSWC would be allowed to extend services to the new customers in compliance with CPUC Rule 15. The project proponent proposes to install a new 8-inch water main across the Evora Road right-of-way extending approximately 214 linear feet north of the project site. The project would then tie-

in to this extension for water service. In addition, the subject property is located adjacent to the service area of the Delta Diablo Sanitary District and the applicant has proposed extending a sanitary sewer line from the subject property to the existing sewer line located within the St. Raphael Drive right-of-way approximately 214 linear feet north of the project site. Annexation into the Sanitary District will be necessary to allow the project site to connect to the existing sewer lines. Comments on the project were solicited from the Contra Costa LAFCO and there is no indication that annexation into the Sanitary District would not be supported in order to provide municipal sewer services to the proposed development. The likelihood for environmental impacts from the water main and sewer line extension is low because all physical improvements would be within the previously disturbed right-of-way.

By following the processes required to connect to existing water, wastewater treatment, storm water drainage, electric power, natural gas, or telecommunications facilities, the impacts of the project concerning these utilities and services would be less than significant.

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

Less Than Significant Impact: The subject property is located adjacent to the service area of the Golden State Water Company (GSWC) and annexation into the water district will be necessary to allow the project site to connect to existing water mains located within St. Tropez Drive across Evora Road. The proposed development is a self-storage facility that will be staffed by two employees during business hours. If any landscaping over 500 square feet in area is proposed, the landscape and irrigation plan will be subject to the requirements of the State Model Water Efficient Landscape Ordinance. Therefore, the potential for the project to have an adverse effect on water supplies during normal, dry, and multiple dry years is less than significant.

- c) *Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less Than Significant Impact: As discussed above, the subject property located adjacent to the service area of the Delta Diablo Sanitary District and the applicant has proposed extending a sanitary sewer line from the subject property to the existing sewer line located within the St. Raphael Drive right-of-way approximately 214 linear feet north of the project site. Annexation into the Sanitary District will be necessary to allow the project site to connect to the existing sewer lines located within St. Raphael Drive. In addition, the proposed development is a self-storage facility that will be staffed by two employees during business hours and there would be one bathroom and no kitchen facilities. Therefore, the potential for the project to have an incrementally adverse effect on the capacity of the wastewater treatment provider is less than significant.

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

Less Than Significant Impact: The proposed project would generate construction solid waste and post-construction commercial solid waste. Construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development at the time of application for a building permit. The Debris Recovery Program requires that at least 65% of construction job site debris (by weight) for all new

buildings requiring permits that would otherwise be sent to landfills be recycled, reused, or otherwise diverted to appropriate recycling facilities. Thus, although future construction of the self-storage buildings would incrementally add to the construction waste, the impact of the project-related increase would be considered to be less than significant.

The proposed project would be comprised of self-storage units and an office for two employees, which would generate the type of solid waste similar to that of other commercial and warehouse uses in the vicinity. Regular solid waste removal for businesses in the Bay Point area is provided by Republic Services, which also provides recycling, green waste removal, and special waste removal services. Waste is ultimately destined for the Keller Canyon Landfill, which has enough capacity to continue accepting waste for approximately 50 years. Waste from the self-storage development would incrementally add to the business waste headed to the landfill. However, the potential for the proposed project to exceed the capacity of the currently utilized landfill is minimal, and the impact of the project-related waste would be considered to be less than significant.

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

Less Than Significant Impact: As mentioned above, construction at the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development. The Debris Recovery Program requires that at least 65% of construction job site debris (by weight) for most construction types, that would otherwise be sent to landfills, be recycled, reused, or otherwise diverted to appropriate recycling facilities. The proposed project is not expected to produce, process, or manufacture significant amounts of solid waste that would present a greater conflict with laws and regulations regarding solid waste than similar warehouses and businesses in the Bay Point vicinity. Furthermore, the owner/operator would be subject to applicable federal, state, and local laws related to solid waste. Therefore, the potential for conflict with Federal, State, and local management and reduction statutes and regulations related to solid waste is less than significant.

Sources of Information

Contra Costa County. “CalGreen / Construction & Demolition (C&D) Debris Recovery Program.” Accessed in 2020. <https://www.contracosta.ca.gov/4746/CalGreen-Construction-Demolition-Debris->

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*

Less Than Significant Impact: As discussed in subsection-f of the Hazards and Hazardous Materials section of this study, the project was routed to the Contra Costa County Fire Protection District, who did not indicate any concerns with an elevated fire risk for the site. Pursuant to Fire District comments, the project will be required to comply with current building and fire codes, including those requiring the installation of radio coverage for emergency responders in new buildings. Although project construction would primarily occur onsite, water and sanitary sewer extensions from the project site to the existing water mains and sewer lines on Evora Road and St. Raphael Drive and any potential impacts to traffic that would result from extending the water main and sewer lines would be temporary in nature. In addition, the requirement to obtain right-of-way encroachment permits from the Contra Costa County Public Works Department will ensure that traffic impacts are analyzed and addressed. Additionally, by complying with the requirements of the Fire District, the implementation of an emergency response or evacuation plan will not be affected by the construction of the new retaining walls and repairs to the driveway, and any impacts of the project would be less than significant.

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

Less Than Significant Impact: According to the California Fire Hazard Severity Zone map, the subject property is located in lands classified as *High Fire Hazard Severity Zone* and is not located near any lands classified as *Very High Fire Hazard Severity Zone*. The project site is in a partially developed area of Bay Point within the service area of the Contra Costa County Fire Protection District (CCCYPD). The project was routed to CCCYPD for review and comment to ensure that the proposed project does not conflict with applicable fire codes and there was no indication from the Fire District that the proposed project poses a significant fire risk. The project will be required to comply with current fire codes, including those pertaining to fire sprinklers in new buildings. In addition, no flammable or combustible liquid storage tanks would be allowed on the site without the

necessary permits from the Fire District, and the owner would be required to clear and remove all weeds for additional fire safety. Therefore, the impact of the facility to exacerbate wildfire risks and expose occupants to pollutant concentrations from a wildfire is less than significant.

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

Less Than Significant Impact: The proposed project will require the installation or maintenance of infrastructure for emergency water sources. The preliminary plan review by the CCCFPD indicates that an adequate and reliable water supply for fire protection and new fire hydrants in accordance with Chapter 5 and Appendix C of the California Fire Code will be required to be installed. All other infrastructure (such as roads and power lines) for the site and emergency services is existing, and no new extensions are required to support the project. Therefore, the proposed project will have a less than significant impact on the exacerbation of fire risk.

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

Less Than Significant Impact: As discussed above in the Hydrology and Water Quality section, Division 914 of the County Ordinance Code requires that all storm water entering and/or originating on this property to be collected and conveyed, without diversion and within an adequate storm drainage system, to an adequate natural watercourse having a definable bed and banks or to an existing adequate public storm drainage system which conveys the storm water to an adequate natural watercourse. According to staff of the County Public Works department, the Hydrology and Hydraulics report that was provided by the applicant determined that the existing drainage system is adequate for the proposed development. Additionally, because the project would create approximately 107,880 square feet of new impervious area, the applicant submitted a Preliminary Stormwater Control Plan (SWCP) as required pursuant to the California Regional Water Quality Board C.3 requirements for the proposed stormwater management facilities and controls as required by the Contra Costa Clean Water Program. There is no indication from staff of the Public Works department that there is inadequate capacity within the storm drain system to accommodate additional flow originating from the project.

Additionally, as discussed in the Geology and Soils section, in 2019 the State of California issued an official SHZ map of the Honker Bay Quadrangle which does not identify any landslide hazards on the project site. Furthermore, no evidence of shallow or deep-seated instability on the site was reported in the geotechnical review by CEG. Thus, although the topography is hilly, the risk of landslides can be considered to be less than significant.

Therefore, the project will have a less than significant impact on downstream flooding, or landslides due to post-fire downslope instability, runoff, or drainage changes.

Sources of Information

Cal Engineering & Geology. "Planning Level Geotechnical Assessment, Proposed Evora Road Self-Storage Facility, Bay Point, CA" Prepared for Gallacher Development. 8 August 2019.

California State Geoportal. "California Fire Hazard Severity Zone Viewer." Accessed in 2020.
<https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>.

Contra Costa County Fire Protection District. “Self-Storage Complex, Evora Road, Bay Point.”
Agency Comment Response Letter. 9 October 2019.

Contra Costa County Public Works Department. “Land Use Permit LP19-2035 Staff Report &
Conditions of Approval.” Received on 30 September 2020.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact: Due to the undeveloped nature of the 7.75-acre subject property, development of the proposed self-storage facility has the potential for impacting the environment in relation to undiscovered biological or cultural resources. However, the project would not substantially degrade the quality of the natural environment because the potentially significant impacts regarding biological resources, cultural/tribal resources, geology/soils, etc. as identified throughout this initial study, can be mitigated to less than significant levels. Where mitigation measures are enforced as proposed in this Initial Study, the measures will be conditions of approval of the proposed project and the applicant will be responsible for implementation of the measures. Therefore, the potential for substantial impacts to biological, historical, cultural or other resources as a result of the proposed project is reduced to a less than significant level.

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

Less Than Significant Impact: The project site is located within the Urban Limit Line on parcels that have been designated for agricultural/open space uses in the western portion and light industrial development on the eastern portion of the subject property. Development of the proposed self-storage facility would occur wholly within the portion of the property within the Light Industrial (L-I) zoning district. The area of Bay Point that the project site is located in is a mix of developed and vacant lots. However, much of the nearby vacant land is designated for Parks and Recreation (PR), Public-Semi-Public (PS), or Open Space (OS) uses. One vacant, approximately 1.8-acre property which is zoned for commercial land uses and located approximately 0.25 miles east of the subject property on Evora Road could potentially be developed with a range of uses typically allowed in general commercial district. The County is not currently processing any applications for development of the adjacent underutilized or vacant parcels.

Staff is aware of three additional, substantial development projects in the nearby Bay Point area or nearby City of Pittsburg that are under review. Staff is also aware of one substantial development project in the nearby City of Pittsburg area that has recently been approved. A summary of the projects follows:

1. (County File #CDDP20-03011): The project includes construction of one multi-family, three- and four-story residential building consisting of approximately 125,350 square feet of living, common/amenity, circulation, and utility areas, 100 residential apartment units, and 203 parking spaces. The Pittsburg-Bay Point BART station is located 800 feet southeast of the project site. The development would be on an approximately 3.8-acre site located on Alves Lane between Virginia Drive and Chadwick Lane (APN: 093-100-059, and -060). The project has been deemed complete and an Initial Study is currently being prepared prior to a hearing before the Zoning Administrator (ZA).
2. (County File #CDDP18-03005): The project involves a development plan to expand an existing auto storage yard to increase capacity to store up to approximately 1,230 theft recovered vehicles, and the removal of 5 trees. The project site is located at 2770 Willow Pass Road (098-240-031). The project was recommended for denial before the Zoning Administrator (ZA); however, the applicants have since changed the proposed design and an Initial Study is currently being prepared prior to returning to the ZA.
3. (San Marco Commercial Center Project, City of Pittsburg File #AP-18-1349): The project consists of developing a commercial center comprised of three buildings totaling 35,148 square feet and surface parking with 176 parking spaces. One 29,822 square-foot building is intended to be a grocery store and the remaining building space is intended for restaurant uses with drive-through and dine-in services. The project is located on an approximately 9.37-acre lot southeast of the intersection of West Leland Road and San Marco in the City of Pittsburg (APNs: 091-050-065 and -066). According to the City of Pittsburg Environmental Review webpage and project Pipeline List, the comment period for the Environmental Impact Report (EIR) closed on August 26, 2020 and determination status is Pending.

4. (San Marco Villas III, City of Pittsburg File #AP-20-1498): The project involves construction of a multi-family residential extension of the existing San Marco Villas apartment complex (as part of the City of Pittsburg Subdivision 7362; Final Subsequent EIR published October of 1992), consisting of 270 units in eleven three-story buildings and one clubhouse on an approximately 14.92-acre lot. The project site is located at the northwest corner of West Leland Road and San Marco Boulevard with access from Villa Drive in the City of Pittsburg (APN: 091-050-047). According to staff of the City of Pittsburg Planning Division, San Marco Villas III Design Review was approved by the Planning Commission on October 6, 2020.

Population/Housing: Two of the projects listed above are residential developments or have residential development components that will increase the amount of available housing in the area. These projects will not contribute to an increased demand for housing as they are contributing towards additional housing. When considered cumulatively with the Evora Road self-storage project and the auto storage yard project, it is unlikely that the self-storage facility with two employees per shift would result in a direct or indirect population increase or housing shortage in the area. Additionally, any environmental mitigations proposed or required for the residential developments, including those regarding child care, schools, and parks/recreation, would result in a less than significant cumulative impact when considered with the Evora Road self-storage facility project.

Transportation: The Bay Point area is well served by public transportation, including the Pittsburg/Bay Point BART Station. Project #1 and #4 have potentially the greatest cumulative impact through development of 370 total residential units. However, Project #1 is located approximately 800 feet from a BART station and thus could be considered transit-oriented development. The San Marco Villas III multi-family housing project that would be located on West Leland Road and San Marco Boulevard (Project #4) is located approximately 1.4 miles east of the BART station and would be served by existing public transportation routes in that part of the City of Pittsburg which are directly connected to the BART station. The EIR for Project #3 has identified mitigation measures to reduce impacts on transportation in the Bay Point and Pittsburg area, including cumulative impacts, to less than significant levels. Similar to the Evora Road self-storage facility project, Project #2 to develop a contractor's yard would be expected to have little to no impact on transportation in the Bay Point area.

Geotechnical/Geologic: All of the projects listed above are located in an area of Contra Costa County that is potentially subject to significant geological impacts due to earthquakes, unstable soil, expansive soils, potentially corrosive soils, or paleontological resources. When considered cumulatively with the Evora Road self-storage facility project which would be located across SR 4 from the City of Pittsburg projects, with any environmental mitigations proposed or required for these developments, there would be a less than significant cumulative geologic/geotechnical impact.

With the implementation of additional mitigations described throughout this initial study (e.g., for aesthetics, air quality, cultural resources, and noise), the proposed project would not result in cumulatively considerable impacts on the environment.

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

Less Than Significant Impact: This Initial Study has disclosed potential impacts on human beings that would be less than significant with the implementation of mitigation measures. All identified

mitigation measures for the potentially significant impacts regarding biological resources, cultural/tribal resources, geology/soils, etc. as identified throughout this initial study will be included as conditions of approval for the proposed project, and the applicant will be responsible for implementation of the measures. As a result, there would not be any environmental effects due to significant impacts to biological, geological, historical, cultural, or other resources as a result of the proposed project that will cause substantial adverse effects on human beings, either directly or indirectly.

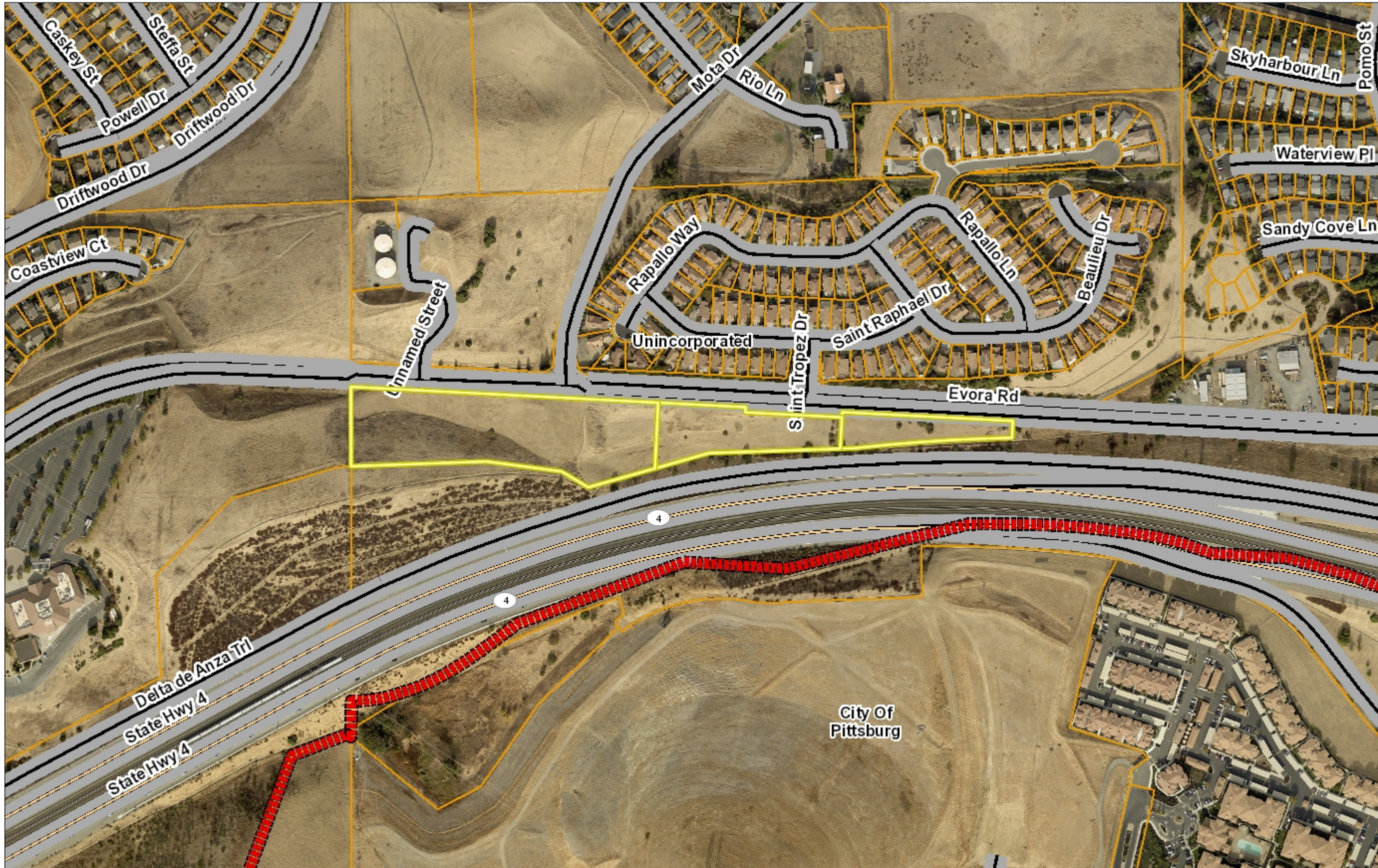
REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the above cited references were consulted. Reference materials are available for review by contacting Syd Sotoodeh, Contra Costa County Department of Conservation and Development, by email at syd.sotoodeh@dcd.cccounty.us or by phone at (925) 655-2877.

ATTACHMENTS

- 1) Vicinity Map/Aerial View
- 2) Map of Surrounding General Plan Designations
- 3) Project Plans
- 4) Mitigation Monitoring Program

Vicinity Map/Aerial View



Legend

- City Limits
- Unincorporated
- Highways
- Highways Bay Area
- Streets
- County Boundary
- Bay Area Counties
- Assessor Parcels
- Aerials 2019
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3
- World Imagery
 - Low Resolution 15m Imagery
 - High Resolution 60cm Imagery
 - High Resolution 30cm Imagery
- Citations

1:4,514



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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

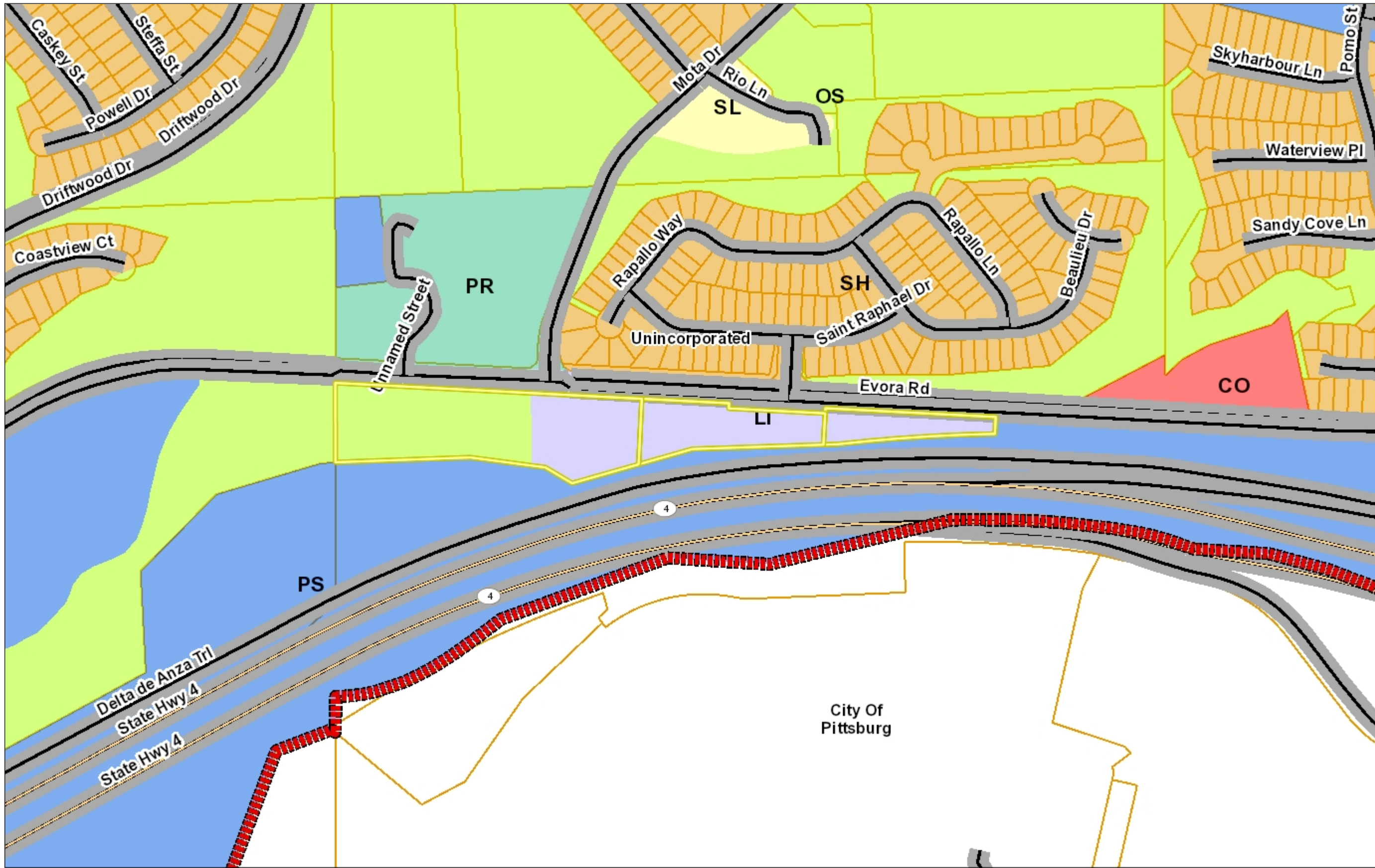
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Contra Costa County -DOIT GIS

**Map of Surrounding
General Plan
Land Use Designations**

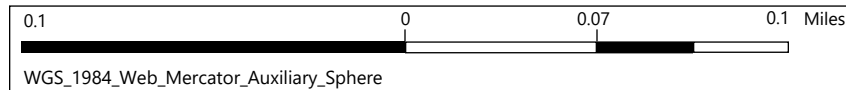
Surrounding General Plan Designations



Legend

- City Limits
- Unincorporated
- Highways
- Highways Bay Area
- Streets
- General Plan**
- SV (Single Family Residential - Ver
- SL (Single Family Residential - Low
- SM (Single Family Residential - Me
- SH (Single Family Residential - Hig
- ML (Multiple Family Residential - Lc
- MM (Multiple Family Residential - M
- MH (Multiple Family Residential - H
- MV (Multiple Family Residential - V
- MS (Multiple Family Residential - V
- CC (Congregate Care/Senior Housi
- MO (Mobile Home)
- M-1 (Parker Avenue Mixed Use)
- M-2 (Downtown/Waterfront Rodeo I
- M-3 (Pleasant Hill BART Mixed Use
- M-4 (Willow Pass Road Mixed Use)
- M-5 (Willow Pass Road Commercia
- M-6 (Bay Point Residential Mixed U
- M-7 (Pittsburg/Bay Point BART Star
- M-8 (Dougherty Valley Village Cent
- M-9 (Montalvin Manor Mixed Use)
- M-10 (Willow Pass Business Park M
- M-11 (Appian Way Mixed Use)
- M-12 (Triangle Area Mixed Use)
- M-13 (San Pablo Dam Road Mixed
- M-14 (Heritage Mixed Use)
- CO (Commercial)
- OF (Office)
- BP (Business Park)
- LI (Light Industry)
- HI (Heavy Industry)
- AL, OIBA (Agricultural Lands & Off
- CR (Commercial Recreation)
- ACO (Airport Commercial)

1: 4,514



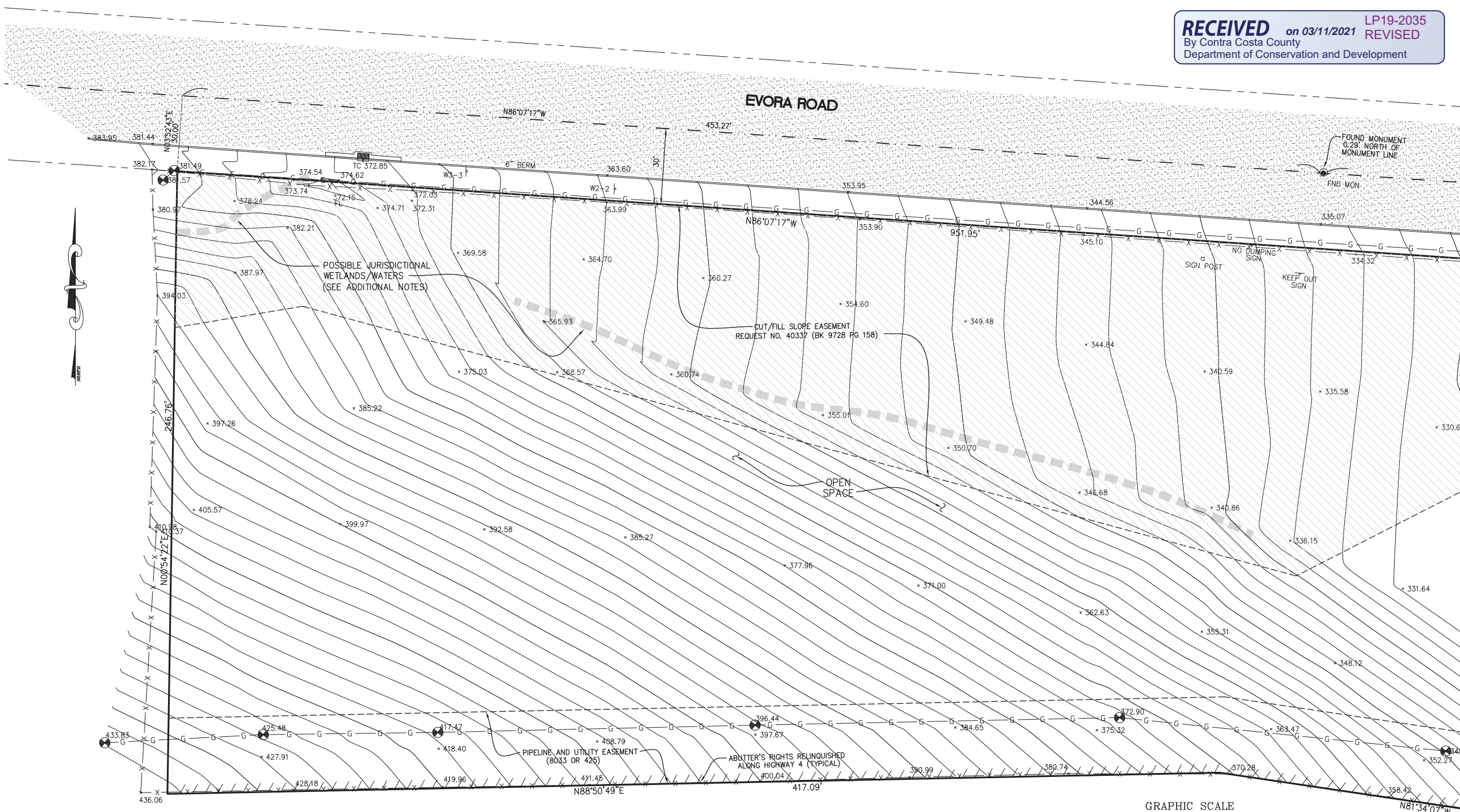
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Notes
Contra Costa County -DOIT GIS

Project Plans

RECEIVED on 03/11/2021 LP19-2035
 By Contra Costa County REVISED
 Department of Conservation and Development



SEE SHEET 2

GENERAL NOTES

THE SCOPE AND LIMIT OF THIS SURVEY WAS ORIGINALLY DEFINED IN MAY, 2013 BY MICHAEL SINCLAIR, SENIOR VICE PRESIDENT & MANAGER OF LIBERTY BANK. SUBSEQUENT CHANGES IN OWNERSHIP HAVE SINCE OCCURRED. USE OF THIS SURVEY IS LIMITED TO THE PROPERTY OWNER AS REFERENCED IN THE TITLE BLOCK AND CONSULTANTS FOR THE SPECIFIC PROJECT. OTHERS MAY NOT USE THIS MAP WITHOUT THE PERMISSION OF THE CLIENT AND HUMANN COMPANY. BOUNDARY AND BASIS OF BEARINGS ARE PER THE UNDERLYING RECORD MAP AS REFERENCED IN THE TITLE BLOCK HEREON.

THE MOST RECENT TITLE REPORT FOR THIS SURVEY WAS PREPARED BY CHICAGO TITLE COMPANY, ORDER NO. 36300952-363-LB-KD, DATED MARCH 20, 2020.

THE EASEMENTS SHOWN HEREON ON THESE MAPS ARE THOSE MENTIONED IN SAID TITLE REPORT WITH THE EXCEPTION OF THOSE THAT ARE TO BE ABANDONED IN THE NEAR FUTURE BECAUSE THEY ARE NO LONGER RELEVANT AND LONGER SERVE THEIR ORIGINAL PURPOSE. THEY HAVE BEEN OMITTED AND SHALL BE REFLECTED IN FUTURE UPDATES TO THE TITLE REPORT.

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DATUM: ELEVATIONS SHOWN HEREON ARE BASED UPON BARTO BRASS DISK STAMPED "BART CONTROL NO. 167: SET IN TOP OF CURB AT CATCH BASIN SOUTH SIDE OF EVORA ROAD, 1000± EAST OF MOTA DRIVE. ELEVATION: 242.70

CONTOUR INTERVAL: 2 FEET

LEGEND

- FOUND STANDARD STREET MONUMENT
- FOUND IRON PIPE, AS NOTED
- X — X — FENCE LINE
- G — G — 26" GAS LINE (APPROXIMATE LOCATION)
- ⊗ GAS MARKER
- ▨ EXISTING WETLANDS AREA
- - - - - EASEMENT LINE
- ===== AC BERM
- ===== CURB & GUTTER
- /////// ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
- CURB INLET

ADDITIONAL NOTES:

EXISTING SUBSURFACE LEASES:

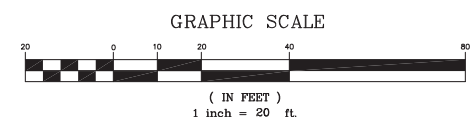
PORTIONS OF THE PROPERTY COVERED IN THIS TOPOGRAPHIC SURVEY ARE AFFECTED BY SUBSURFACE OIL AND GAS LEASES RECORDED AND AMENDED IN THE FOLLOWING DOCUMENTS:

- 1-INSTRUMENT NO. 81-061165, RECORDED MAY 20, 1981 IN BOOK 10332, PAGE 360, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191913, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 865, OFFICIAL RECORDS.
- 2-INSTRUMENT NO. 81-061792, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 361, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191914, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 868, OFFICIAL RECORDS.
- 3-INSTRUMENT NO. 81-061793, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 364, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191911, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 858, OFFICIAL RECORDS.
- 4-INSTRUMENT NO. 81-061794, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 367, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191912, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 862, OFFICIAL RECORDS.

SAID LEASES AFFECT SAID PROPERTY BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF AND PROVIDE NO RIGHT OF SURFACE ENTRY. (SEE ABOVE DOCUMENTS FOR MORE DETAILS.)

EXISTING WETLANDS AREAS:

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BEFORE EXCAVATING CALL U.S.A.

OWNER AND/OR CONTRACTOR ARE RESPONSIBLE FOR LOCATION AND VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES. UNDERGROUND SERVICE ALERT (USA) SHOULD BE NOTIFIED FOR ASSISTANCE IN THIS MATTER AT (800) 227-2600, 48 HOURS PRIOR TO ANY CONSTRUCTION.

THE (USA) AUTHORIZATION NUMBER SHALL BE KEPT AT THE JOB SITE.

LOCATION AND CHARACTER OF ANY UTILITIES IF SHOWN HEREON ARE APPROXIMATE, AND TAKEN FROM A COMBINATION OF SURFACE STRUCTURE OBSERVATION AND/OR THE RECORDS OF THE CONTROLLING AGENCY. HUMANN COMPANY DOES NOT ASSUME RESPONSIBILITY FOR THE LOCATION OF ANY EXISTING UTILITIES OR OTHER UNDERGROUND FEATURES SUCH AS VAULTS, TANKS, BASEMENTS, BURIED OBJECTS, -ETC-

ERIC (RICK) A. HUMANN PLS 5452 DATE

APRIL, 2020

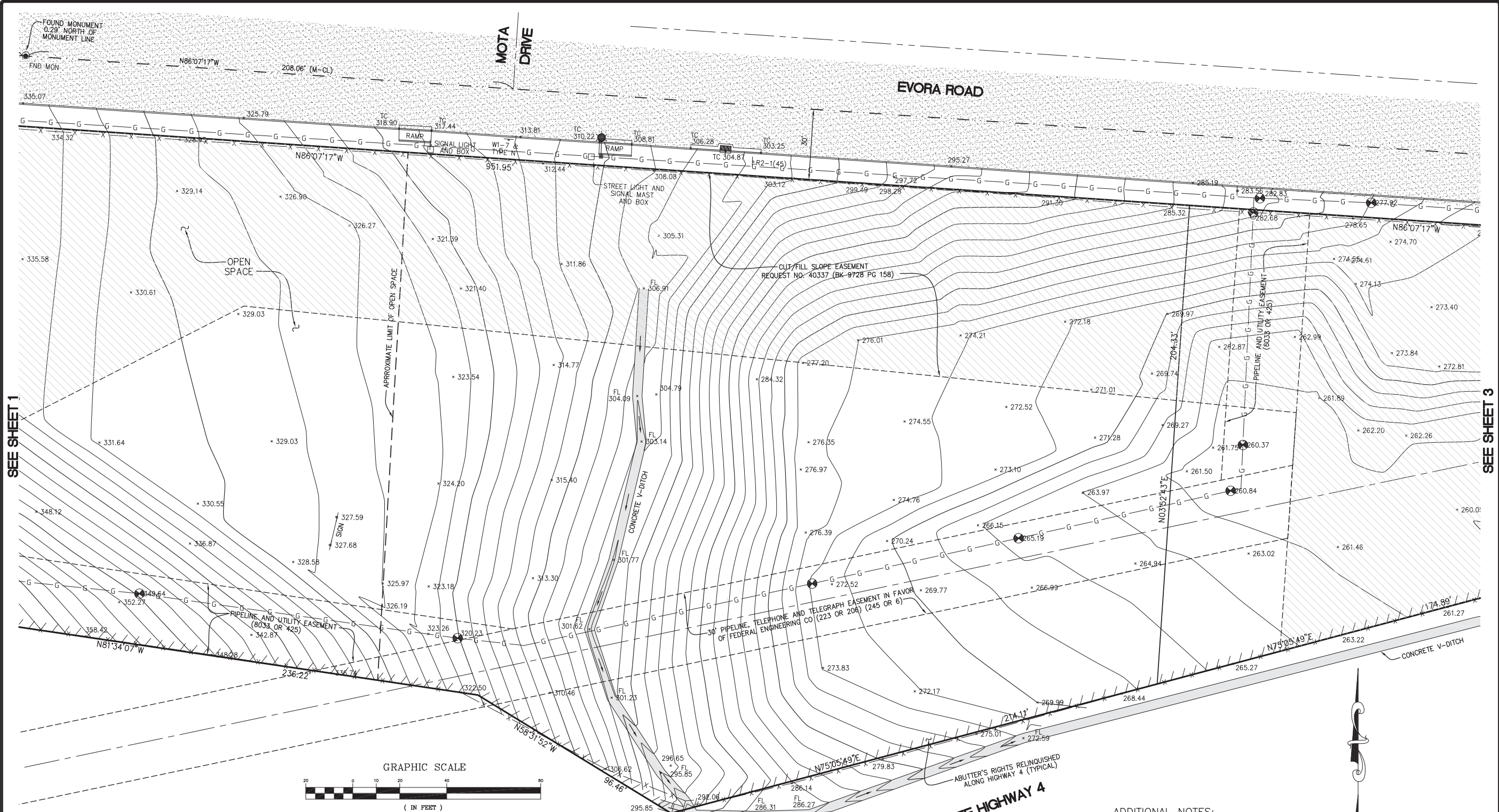
REVISIONS	DATE	BY	REASON
03/10/21	04/09/20	PE	REVISED WETLAND INFORMATION
1" = 20'		PE	
		CH	
		RH	
		JOB NO.	13054

TOPOGRAPHIC SURVEY
 APN 098-022-015, 018 & 019
 4357, 4500 & 4700 EVORA ROAD
 BAY POINT CONTRA COSTA COUNTY CALIFORNIA

HUMANN COMPANY INC.
 ENGINEERING - SURVEYING
 1021 BROWN AVE., LAFAYETTE, CA 94549
 PH (925)283-0000 FAX (925)283-3578
 www.humannco.com

SHEET 1 OF 4 SHEETS
 JOB NO. 13054

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GENERAL NOTES

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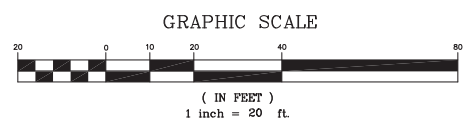
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Eric A. Humann
ERIC (RICK) A. HUMANN PLS 5452

APRIL, 2020 DATE

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 - FOUND IRON PIPE, AS NOTED
 - X-X- FENCE LINE
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 - ==== AC BERM
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 - ==== ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
 - CURB INLET

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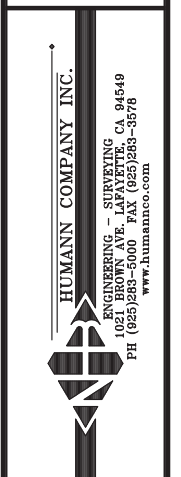
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REVISIONS	03/10/21	REVISED WETLAND INFORMATION
SCALE	1" = 20'	
DATE	04/09/20	
DRAWN	PE	
CHECKED	RH	
JOB NO.	13054	

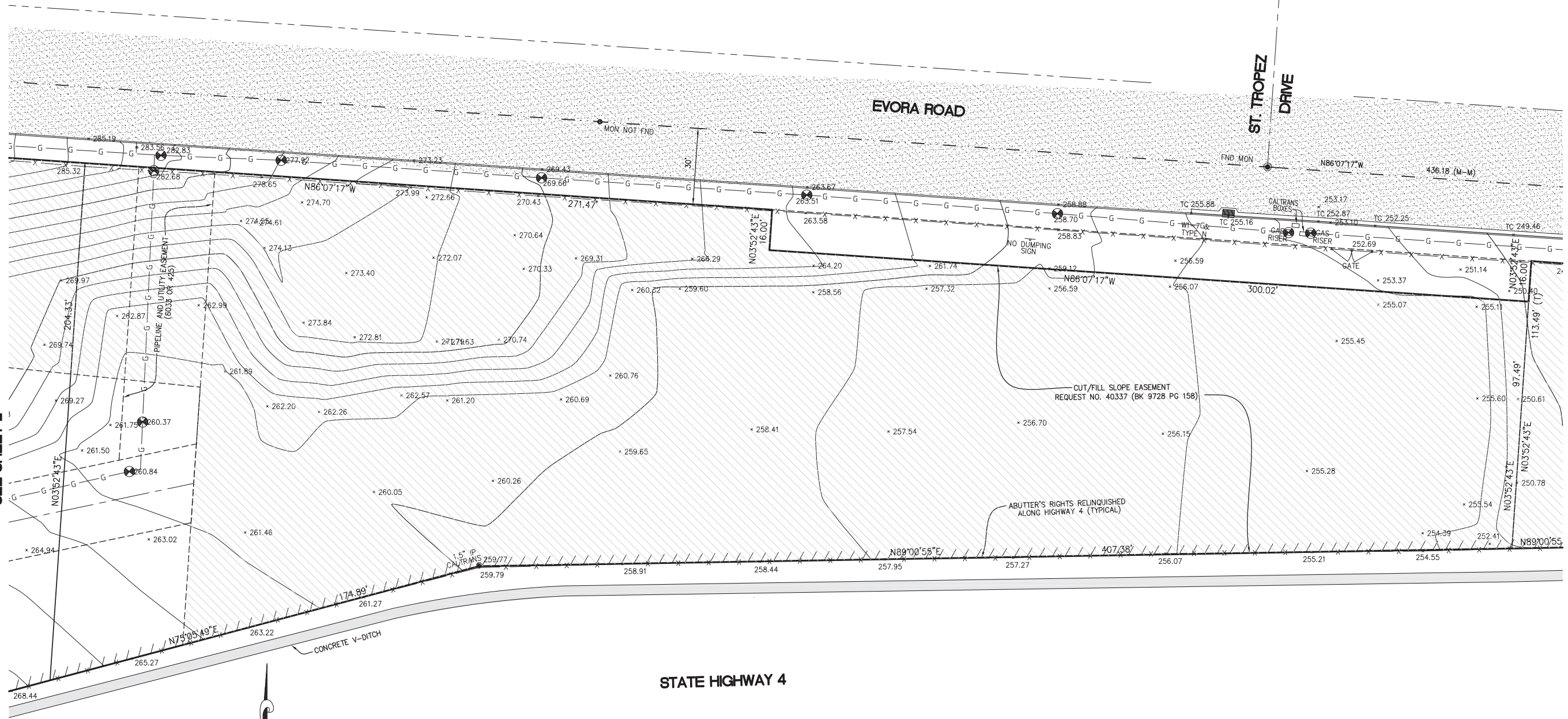
TOPOGRAPHIC SURVEY
APN 098-022-015, 018 & 019
4357, 4500 & 4700 EVORA ROAD
BAY POINT CONTRA COSTA COUNTY CALIFORNIA



Z:\Projects\3054\Topo.dwg 2/11/2021 9:37:06 AM PST

SEE SHEET 2

SEE SHEET 4



STATE HIGHWAY 4

GENERAL NOTES

THE SCOPE AND LIMIT OF THIS SURVEY WAS ORIGINALLY DEFINED IN MAY, 2013 BY MICHAEL SINCLAIR, SENIOR VICE PRESIDENT & MANAGER OF LIBERTY BANK. SUBSEQUENT CHANGES IN OWNERSHIP HAVE SINCE OCCURRED. USE OF THIS SURVEY IS LIMITED TO THE PROPERTY OWNER AS REFERENCED IN THE TITLE BLOCK AND CONSULTANTS FOR THE SPECIFIC PROJECT. OTHERS MAY NOT USE THIS MAP WITHOUT THE PERMISSION OF THE CLIENT AND HUMANN COMPANY. BOUNDARY AND BASIS OF BEARINGS ARE PER THE UNDERLYING RECORD MAP AS REFERENCED IN THE TITLE BLOCK HEREON.

THE MOST RECENT TITLE REPORT FOR THIS SURVEY WAS PREPARED BY CHICAGO TITLE COMPANY, ORDER NO. 36300952-363-LB-KD, DATED MARCH 20, 2020.

THE EASEMENTS SHOWN HEREON ON THESE MAPS ARE THOSE MENTIONED IN SAID TITLE REPORT WITH THE EXCEPTION OF THOSE THAT ARE TO BE ABANDONED IN THE NEAR FUTURE BECAUSE THEY ARE NO LONGER RELEVANT AND LONGER SERVE THEIR ORIGINAL PURPOSE. THEY HAVE BEEN OMITTED AND SHALL BE REFLECTED IN FUTURE UPDATES TO THE TITLE REPORT.

THE ELECTRONIC FILE IF SUPPLIED, IS BEING DONE SO AS A COURTESY AND CONVENIENCE, AND IS SUBORDINATE TO THE PROVIDED SIGNED HARD COPY MAP WITH RESPECT TO CONTENT, ACCURACY AND QUALITY. HUMANN COMPANY MAKES NO WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED FOR ANY COPIES OF THE DRAWINGS OR WORK ASSOCIATED WITH THE ELECTRONIC FILE BY OTHERS.

DATUM: ELEVATIONS SHOWN HEREON ARE BASED UPON BARDT BRASS DISK STAMPED "BART CONTROL NO. 167; SET IN TOP OF CURB AT CATCH BASIN SOUTH SIDE OF EVORA ROAD, 1000'± EAST OF MOTA DRIVE. ELEVATION: 242.70

CONTOUR INTERVAL: 2 FEET

LEGEND

- FOUND STANDARD STREET MONUMENT
- FOUND IRON PIPE, AS NOTED
- X — X — FENCE LINE
- G — G — 26" GAS LINE (APPROXIMATE LOCATION)
- ⊗ GAS MARKER
- EASEMENT LINE
- ==== AC BERM
- ==== CURB & GUTTER
- ////// ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
- ▬ CURB INLET

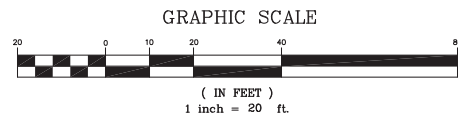
ADDITIONAL NOTES:

EXISTING SUBSURFACE LEASES:

PORTIONS OF THE PROPERTY COVERED IN THIS TOPOGRAPHIC SURVEY ARE AFFECTED BY SUBSURFACE OIL AND GAS LEASES RECORDED AND AMENDED IN THE FOLLOWING DOCUMENTS:

- 1-INSTRUMENT NO. 81-061165, RECORDED MAY 20, 1981 IN BOOK 10332, PAGE 360, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191913, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 865, OFFICIAL RECORDS.
- 2-INSTRUMENT NO. 81-061792, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 361, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191914, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 868, OFFICIAL RECORDS.
- 3-INSTRUMENT NO. 81-061793, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 364, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191911, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 858, OFFICIAL RECORDS.
- 4-INSTRUMENT NO. 81-061794, RECORDED MAY 21, 1981 IN BOOK 10334, PAGE 367, OFFICIAL RECORDS AND AMENDED JULY 8, 1985 IN INSTRUMENT NO. 85-191912, RECORDED DECEMBER 30, 1985 IN BOOK 12682, PAGE 862, OFFICIAL RECORDS.

SAID LEASES AFFECT SAID PROPERTY BELOW A DEPTH OF 500 FEET FROM THE SURFACE THEREOF AND PROVIDE NO RIGHT OF SURFACE ENTRY. (SEE ABOVE DOCUMENTS FOR MORE DETAILS.)



BEFORE EXCAVATING CALL U.S.A.
OWNER AND/OR CONTRACTOR ARE RESPONSIBLE FOR LOCATION AND VERIFICATION OF ALL EXISTING UNDERGROUND UTILITIES. UNDERGROUND SERVICE ALERT (USA) SHOULD BE NOTIFIED FOR ASSISTANCE IN THIS MATTER AT (800) 227-2600, 48 HOURS PRIOR TO ANY CONSTRUCTION.
THE (USA) AUTHORIZATION NUMBER SHALL BE KEPT AT THE JOB SITE.
LOCATION AND CHARACTER OF ANY UTILITIES IF SHOWN HEREON ARE APPROXIMATE, AND TAKEN FROM A COMBINATION OF SURFACE STRUCTURE OBSERVATION AND/OR THE RECORDS OF THE CONTROLLING AGENCY. HUMANN COMPANY DOES NOT ASSUME RESPONSIBILITY FOR THE LOCATION OF ANY EXISTING UTILITIES OR OTHER UNDERGROUND FEATURES SUCH AS VAULTS, TANKS, BASEMENTS, BURIED OBJECTS, ...ETC.

ERIC (RICK) A. HUMANN PLS 5452 APRIL, 2020

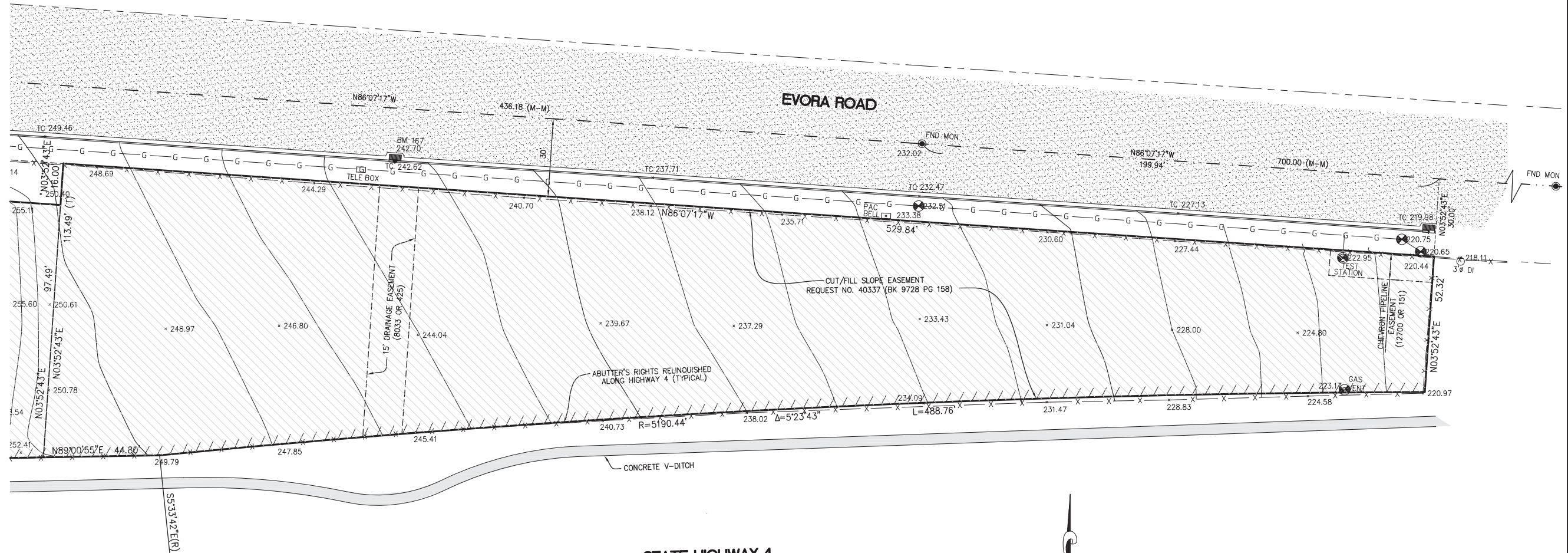
REVISIONS
SCALE 1" = 20'
DATE 04/09/20
DRAWN PE
CHECKED RH
JOB NO. 13054

TOPOGRAPHIC SURVEY
APN 098-022-015, 018 & 019
4357, 4500 & 4700 EVORA ROAD
BAY POINT CONTRA COSTA COUNTY CALIFORNIA

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAYFETTE, CA 94549
PH (925)288-0000 FAX (925)283-3578
www.humannco.com

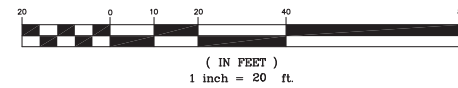
SHEET 3 OF 4 SHEETS
JOB NO. 13054

SEE SHEET 3



STATE HIGHWAY 4

GRAPHIC SCALE



GENERAL NOTES

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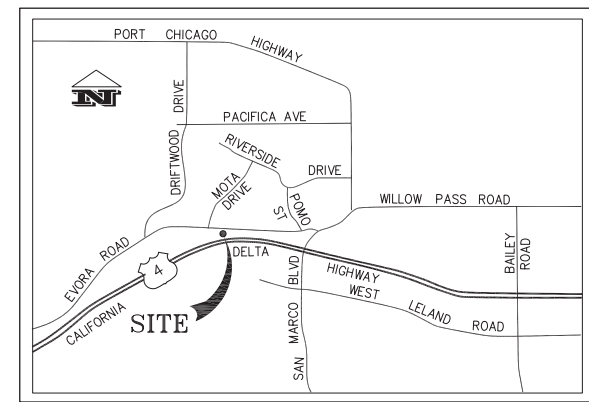
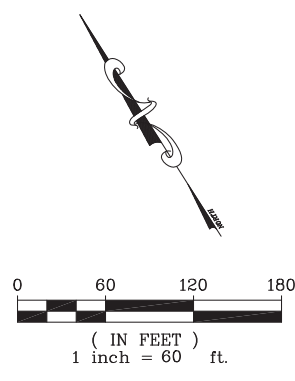
ERIC (RICK) A. HUMANN PLS 5452
DATE APRIL, 2020

SCALE	1" = 20'
DATE	04/09/20
DRAWN	PE
CHECKED	RH
JOB NO.	13054

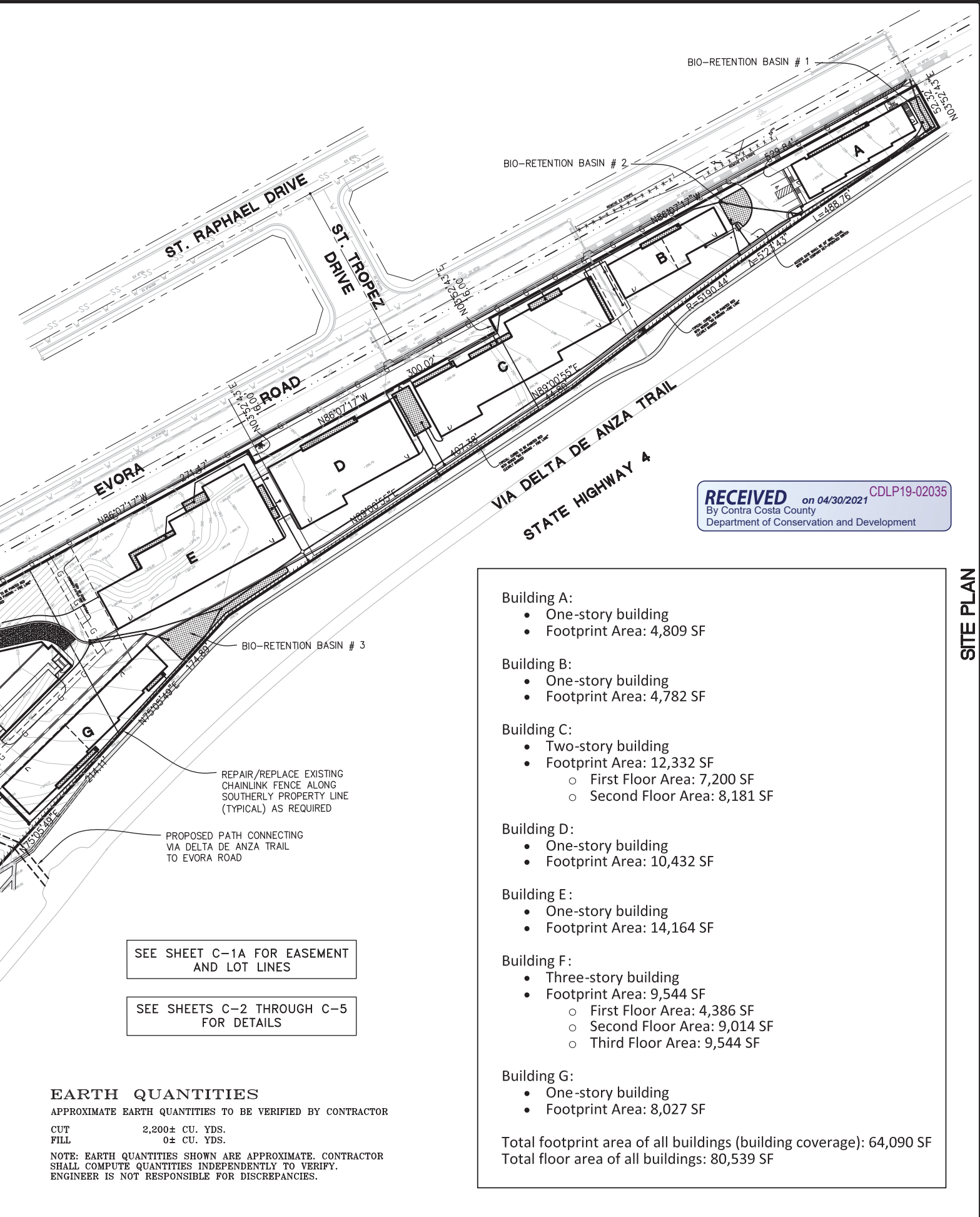
TOPOGRAPHIC SURVEY
APN 098-022-015, 018 & 019
4357, 4500 & 4700 EVORA ROAD
BAY POINT CONTRA COSTA COUNTY CALIFORNIA

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
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PH (925)285-0000 FAX (925)283-3578
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SHEET 4
OF 4 SHEETS
JOB NO. 13054



VICINITY MAP n.t.s.



RECEIVED on 04/30/2021 CDLP19-02035
 By Contra Costa County
 Department of Conservation and Development

- Building A:**
- One-story building
 - Footprint Area: 4,809 SF
- Building B:**
- One-story building
 - Footprint Area: 4,782 SF
- Building C:**
- Two-story building
 - Footprint Area: 12,332 SF
 - First Floor Area: 7,200 SF
 - Second Floor Area: 8,181 SF
- Building D:**
- One-story building
 - Footprint Area: 10,432 SF
- Building E:**
- One-story building
 - Footprint Area: 14,164 SF
- Building F:**
- Three-story building
 - Footprint Area: 9,544 SF
 - First Floor Area: 4,386 SF
 - Second Floor Area: 9,014 SF
 - Third Floor Area: 9,544 SF
- Building G:**
- One-story building
 - Footprint Area: 8,027 SF

Total footprint area of all buildings (building coverage): 64,090 SF
 Total floor area of all buildings: 80,539 SF

SEE SHEET C-1A FOR EASEMENT AND LOT LINES

SEE SHEETS C-2 THROUGH C-5 FOR DETAILS

EARTH QUANTITIES
 APPROXIMATE EARTH QUANTITIES TO BE VERIFIED BY CONTRACTOR
 CUT 2,200± CU. YDS.
 FILL 0± CU. YDS.
 NOTE: EARTH QUANTITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL COMPUTE QUANTITIES INDEPENDENTLY TO VERIFY. ENGINEER IS NOT RESPONSIBLE FOR DISCREPANCIES.



Izzat S. Nashashibi
 IZZAT S. NASHASHIBI R.C.E. 29528

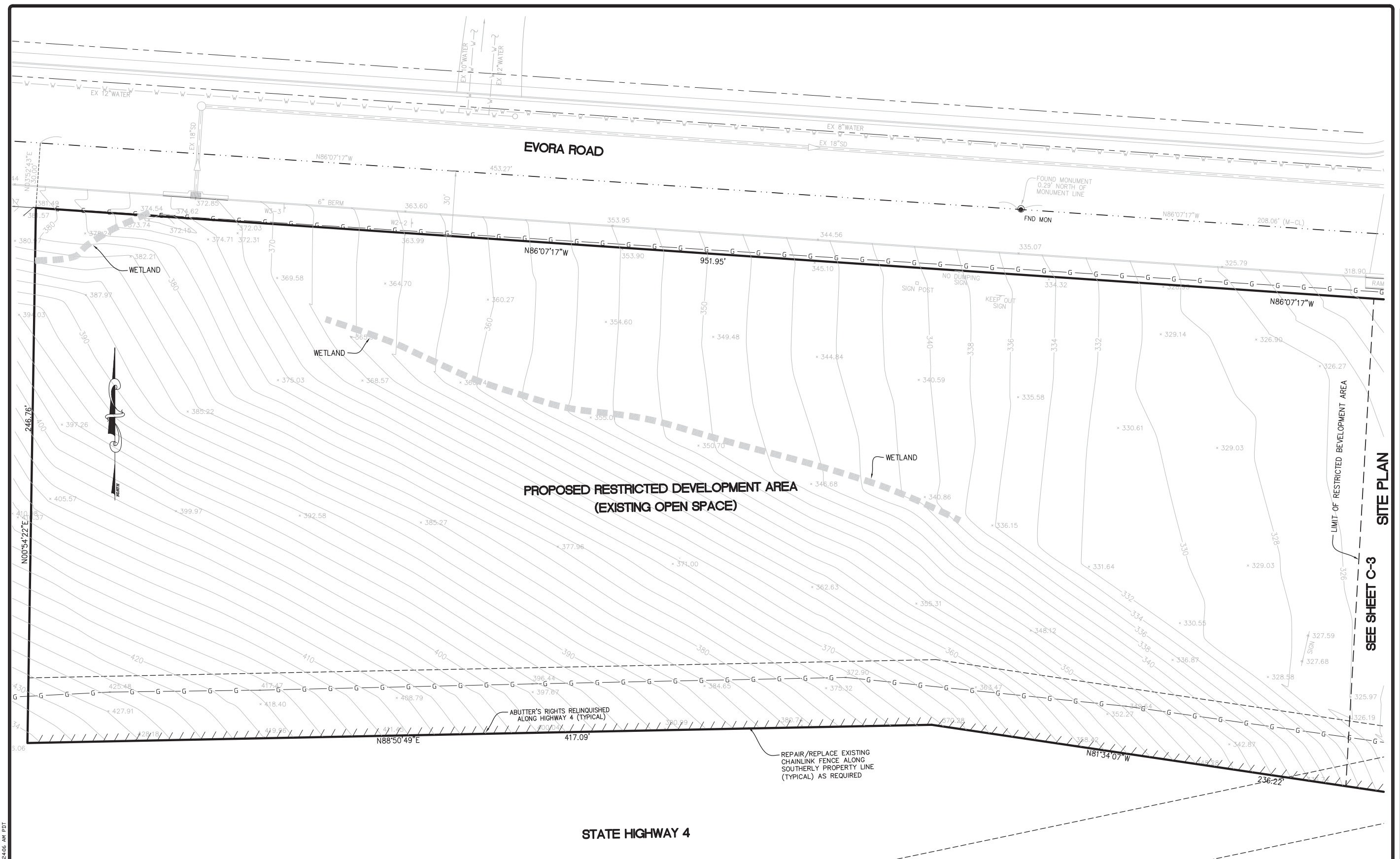
SITE PLAN

REVISIONS	03/10/21	REVISED WETLAND INFORMATION
	04/30/21	REVISE BLDG G
SCALE	1" = 60'	
DATE	04/30/20	PE
DRAWN		IN
CHECKED		
JOB NO.	13054	

PRELIMINARY GRADING PLAN
 APN 098-220-015, 018 & 019
 BAILLIE LIVING TRUST PROPERTY - 4357, 4500 & 4700 EVORA ROAD
 BAY POINT CONTRA COSTA COUNTY CALIFORNIA

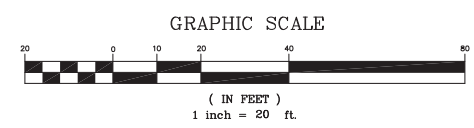
HUMANN COMPANY INC.
 ENGINEERING - SURVEYING
 1021 BROWN AVE. LAFAYETTE, CA 94549
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SHEET C-1
 OF 6 SHEETS
 JOB NO. 13054



2:\Projs\13054\grd\dr-dwg 4/30/2021 11:24:06 AM PDT

STATE HIGHWAY 4



Izzat Nashashibi
 IZZAT S. NASHASHIBI R.C.E. 29528

REVISIONS
03/10/21 REVISED WETLAND INFORMATION
SCALE 1" = 20'
DATE 04/30/20
DRAWN PE
CHECKED IN
JOB NO. 13054

PRELIMINARY GRADING PLAN
 APN 098-220-015, 018 & 019
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SHEET C-2
 OF 6 SHEETS

JOB NO. 13054

IMP1 (BIO-RETENTION BASIN)

AREA 2,560 SF
 RIM 260.50
 TOP OF SOIL 259.10
 BOTTOM OF BASIN 256.10

IMP2 (FLOW THROUGH PLANTER)

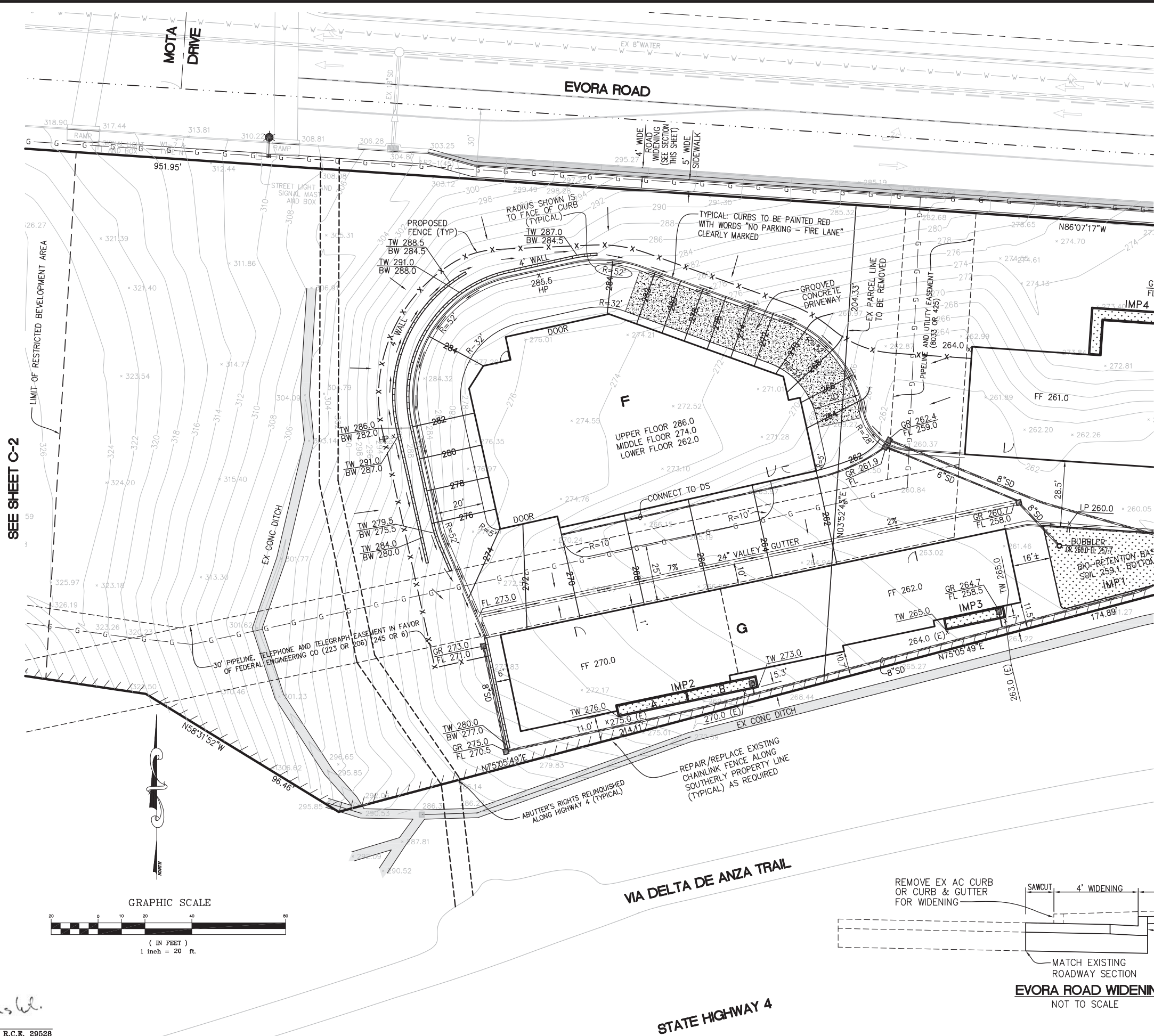
AREA 235 SF (TOTAL)
 IMP2A
 TOP OF WALL 276.00
 BOTTOM OF BASIN 270.75
 IMP2B
 TOP OF WALL 273.00
 BOTTOM OF BASIN 267.75

IMP3 (FLOW THROUGH PLANTER)

AREA 35 SF (TOTAL)
 TOP OF WALL 265.00
 BOTTOM OF BASIN 259.75

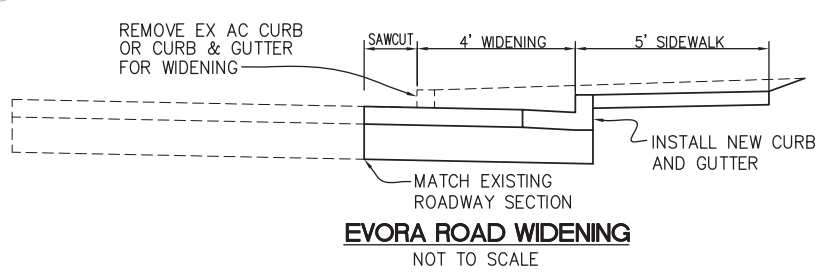
IMP4 (FLOW THROUGH PLANTER)

AREA 295 SF (TOTAL)
 TOP OF WALL 274.00
 BOTTOM OF BASIN 268.75



SEE SHEET C-2

SEE SHEET C-4



2:\Prc\13054\grd\dr-dwg 4/30/2021 11:24:06 AM PDT



Izzat S. Nashashibi
 IZZAT S. NASHASHIBI R.C.E. 29528

SITE PLAN

REVISIONS	SCALE	1" = 20'
03/10/21	DATE	04/30/21
REVISED WETLAND INFORMATION	DRAWN	PE
04/30/21	CHECKED	IN
REVISE BLDG G	JOB NO.	13054

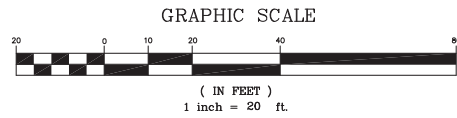
PRELIMINARY GRADING PLAN
 APN 098-220-015, 018 & 019
 BAILLIE LIVING TRUST PROPERTY - 4357, 4500 & 4700 EVORA ROAD
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SHEET **C-3**
 OF 6 SHEETS
 JOB NO. 13054

CATCH BASIN MODIFICATION NOTE:

DUE TO EXISTING GAS LINE CONSTRAINTS, EXISTING CATCH BASIN BASE SHALL REMAIN IN PLACE. CONVERT TO TYPE J INLET AND MODIFY CONCRETE APRON TO DRAIN INTO INLET. USE BICYCLE-PROOF TRAFFIC GRATE PER CALTRANS STANDARD PLAN D77B.



IMP1 (BIO-RETENTION BASIN)
 AREA 2,560 SF
 TOP OF SOIL 259.10
 BOTTOM OF BASIN 256.10

IMP3 (FLOW THROUGH PLANTER)
 AREA 35 SF (TOTAL)
 TOP OF WALL 265.00
 BOTTOM OF BASIN 259.75

IMP4 (FLOW THROUGH PLANTER)
 AREA 295 SF (TOTAL)
 TOP OF WALL 274.00
 BOTTOM OF BASIN 268.75

IMP5 (FLOW THROUGH PLANTER)
 AREA 270 SF (TOTAL)
 TOP OF WALL 271.00
 BOTTOM OF BASIN 265.75

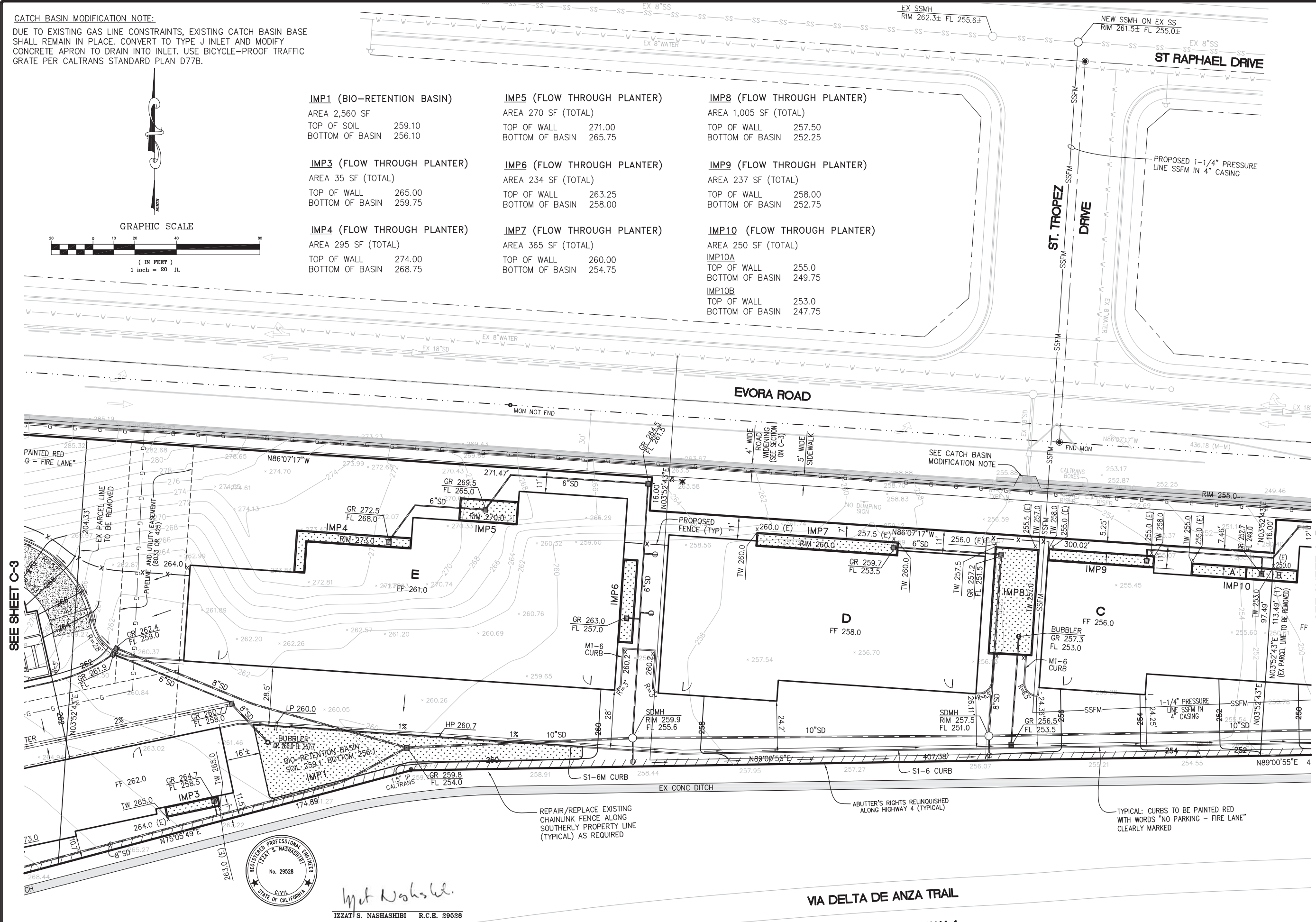
IMP6 (FLOW THROUGH PLANTER)
 AREA 234 SF (TOTAL)
 TOP OF WALL 263.25
 BOTTOM OF BASIN 258.00

IMP7 (FLOW THROUGH PLANTER)
 AREA 365 SF (TOTAL)
 TOP OF WALL 260.00
 BOTTOM OF BASIN 254.75

IMP8 (FLOW THROUGH PLANTER)
 AREA 1,005 SF (TOTAL)
 TOP OF WALL 257.50
 BOTTOM OF BASIN 252.25

IMP9 (FLOW THROUGH PLANTER)
 AREA 237 SF (TOTAL)
 TOP OF WALL 258.00
 BOTTOM OF BASIN 252.75

IMP10 (FLOW THROUGH PLANTER)
 AREA 250 SF (TOTAL)
IMP10A
 TOP OF WALL 255.0
 BOTTOM OF BASIN 249.75
IMP10B
 TOP OF WALL 253.0
 BOTTOM OF BASIN 247.75



SEE SHEET C-3

SEE SHEET C-5

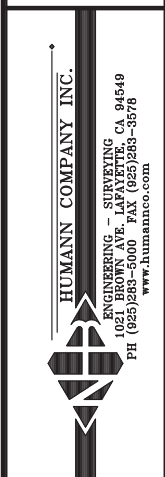


Izzati S. Nashashibi
 IZZATI S. NASHASHIBI R.C.E. 29528

VIA DELTA DE ANZA TRAIL
 STATE HIGHWAY 4

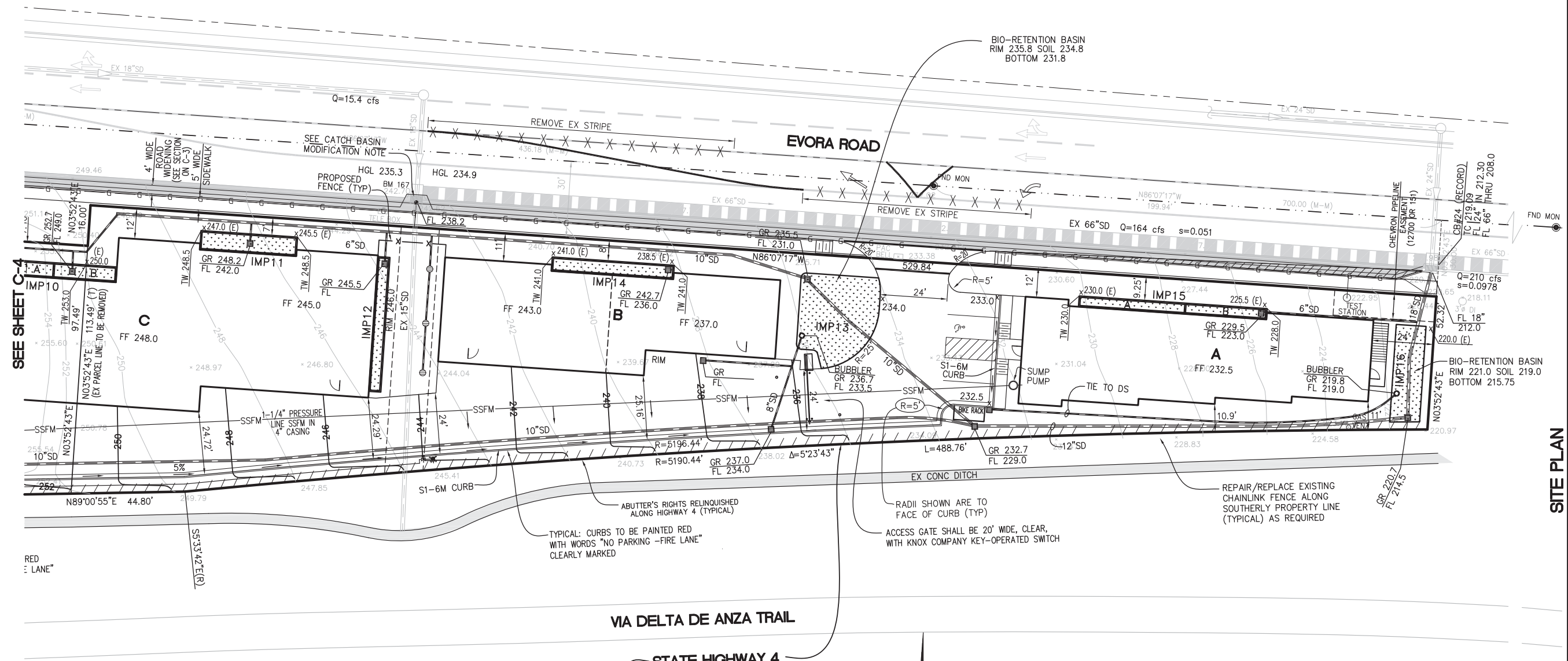
REVISIONS	DATE	BY	REVISION
03/10/21	04/30/20	PE	REVISED WETLAND INFORMATION
SCALE	DATE	DRAWN	CHECKED
1" = 20'	04/30/20	PE	IN
JOB NO.			13054

PRELIMINARY GRADING PLAN
 APN 098-220-015, 018 & 019
 BAILLIE LIVING TRUST PROPERTY - 4357, 4500 & 4700 EVORA ROAD
 BAY POINT CONTRA COSTA COUNTY CALIFORNIA

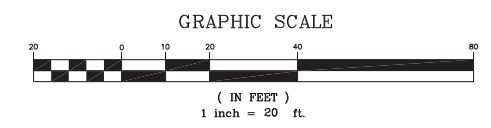


SHEET C-4
 OF 6 SHEETS
 JOB NO. 13054

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IMP10 (FLOW THROUGH PLANTER) AREA 250 SF (TOTAL) IMP10A TOP OF WALL 255.0 BOTTOM OF BASIN 249.75 IMP10B TOP OF WALL 253.0 BOTTOM OF BASIN 247.75	IMP14 (FLOW THROUGH PLANTER) AREA 210 SF (TOTAL) TOP OF WALL 241.0 BOTTOM OF BASIN 235.75
IMP11 (FLOW THROUGH PLANTER) AREA 240 SF (TOTAL) TOP OF WALL 248.50 BOTTOM OF BASIN 243.25	IMP15 (FLOW THROUGH PLANTER) AREA 237 SF (TOTAL) IMP15A TOP OF WALL 230.0 BOTTOM OF BASIN 224.75 IMP15B TOP OF WALL 228.0 BOTTOM OF BASIN 222.75
IMP12 (FLOW THROUGH PLANTER) AREA 195 SF (TOTAL) TOP OF WALL 248.00 BOTTOM OF BASIN 242.75	IMP16 (FLOW THROUGH PLANTER) AREA 446 SF (TOTAL) RIM 221.00 BOTTOM OF BASIN 215.75
IMP13 (BIO-RETENTION BASIN) AREA 940 SF RIM 235.80 TOP OF SOIL 230.50 BOTTOM OF BASIN 230.50	



Izzat S. Nashashibi
 IZZAT S. NASHASHIBI R.C.E. 29528

REVISIONS	03/10/21	REVISED WETLAND INFORMATION
SCALE	1" = 20'	
DATE	04/30/20	
DRAWN	PE	
CHECKED	IN	
JOB NO.	13054	

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SHEET **C-5**
 OF 6 SHEETS

JOB NO. 13054

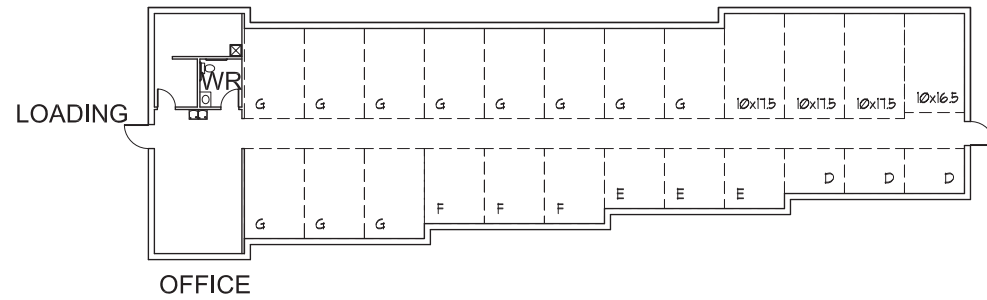
PRELIMINARY FLOOR PLANS

SELF-STORAGE FACILITY

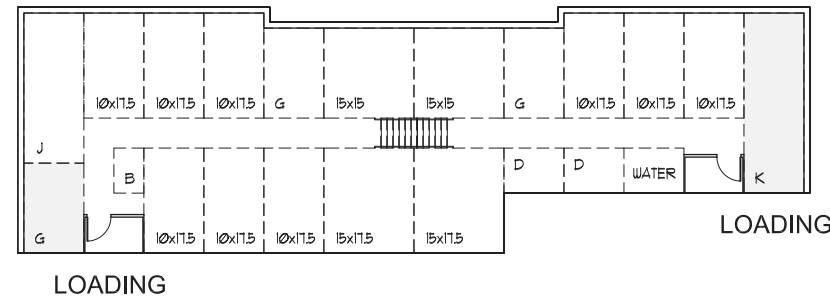
BAY POINT, CA

FEBRUARY 25, 2020

PAGE 1 OF 2

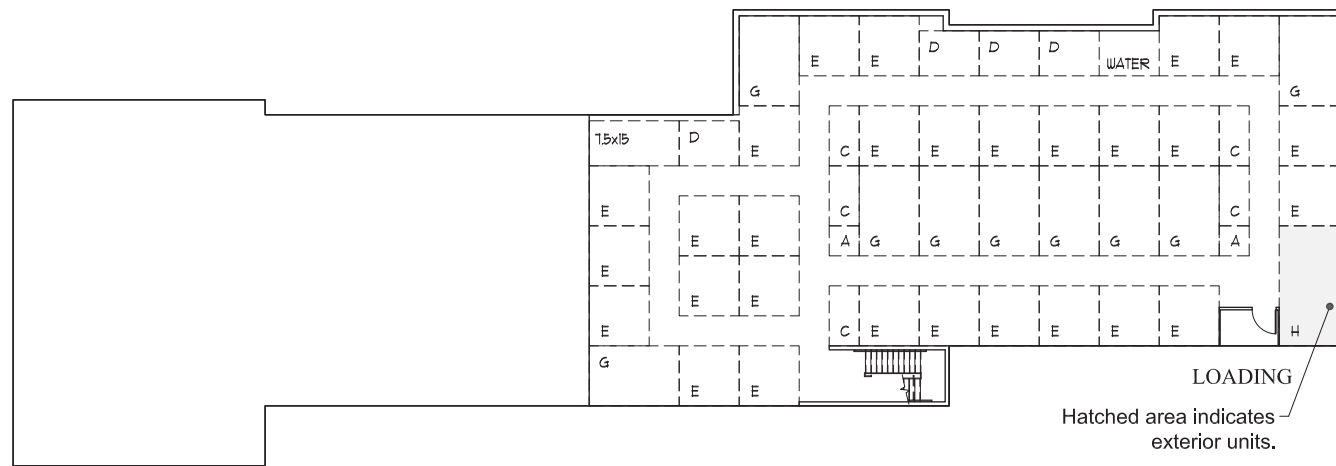


BUILDING A

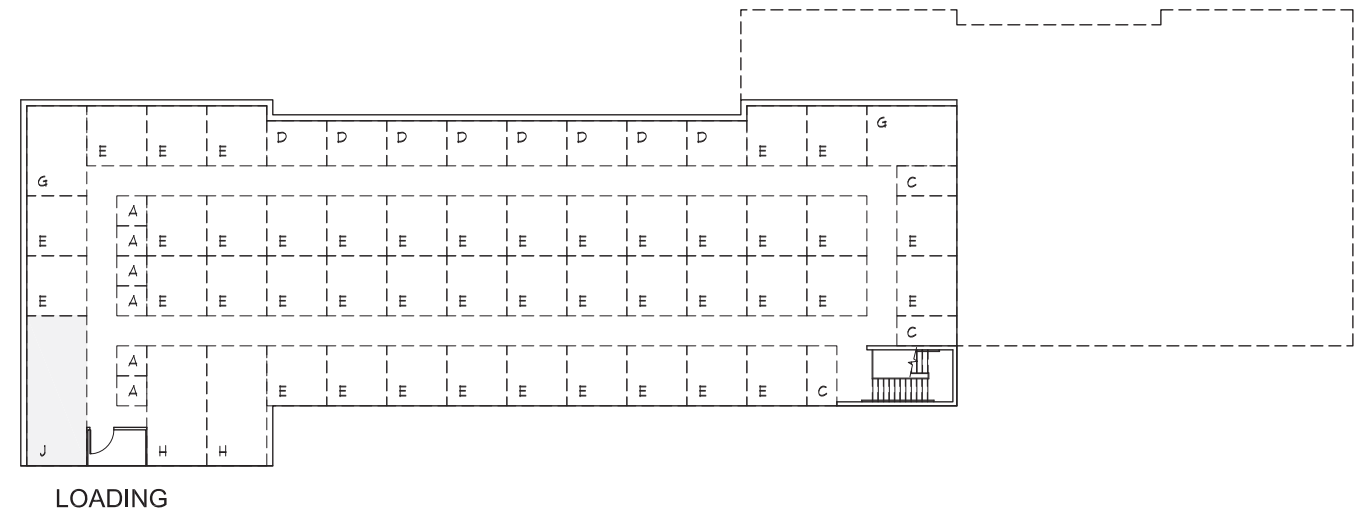


BUILDING B

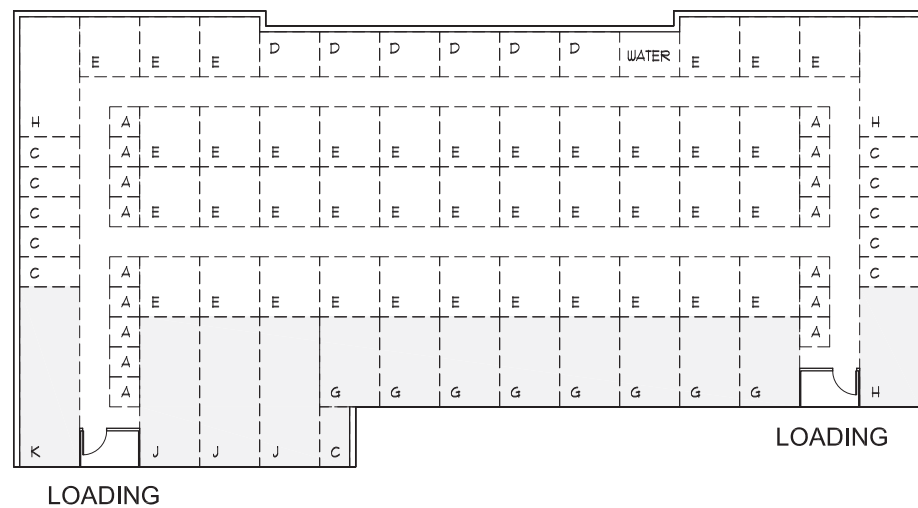
RECEIVED on 03/02/2020
 By Contra Costa County
 Department of Conservation and Development
 LP19-2035
 REVISED PLANS



BUILDING C FIRST FLOOR



BUILDING C SECOND FLOOR

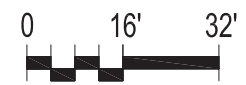


BUILDING D

BUILDING NOTES:

1. All buildings to be of Type II-B (non-combustable) or higher.
2. All buildings to be fully sprinklered, with an approved automatic fire sprinkler system complying with the 2016 edition of NFPA 13.
3. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the interior of the building. The building owner shall have the testing conducted and the results submitted to the Fire District prior to the building final.

STORAGE UNIT SCHEDULE		
TAG	SIZE (NOM)	AREA
A	5' x 5'	25 SF (Nom.)
B	5' x 7.5'	37.5 SF (Nom.)
C	5' x 10'	50 SF (Nom.)
D	7.5' x 10'	75 SF (Nom.)
D2	5' x 15'	75 SF (Nom.)
E	10' x 10'	100 SF (Nom.)
F	10' x 12.5'	125 SF (Nom.)
G	10' x 15'	150 SF (Nom.)
H	10' x 20'	200 SF (Nom.)
J	10' x 25'	250 SF (Nom.)
K	10' x 30'	300 SF (Nom.)
X - X	VARIES	
Z	5' x 5' Locker - 2 High	25 SF (Nom.)



Groundwork, Ltd.
 Architects / Planners / Engineers
 Ph. (847) 541-4151 © 2020
 www.groundworkltd.com

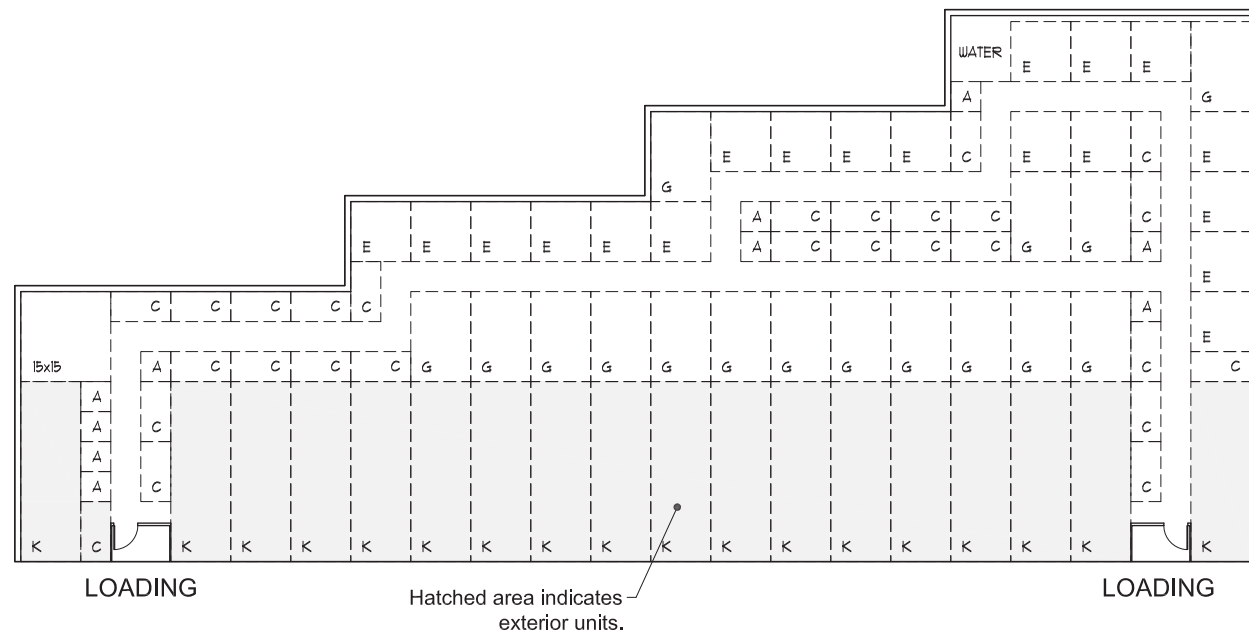
PRELIMINARY FLOOR PLANS

SELF-STORAGE FACILITY

BAY POINT, CA

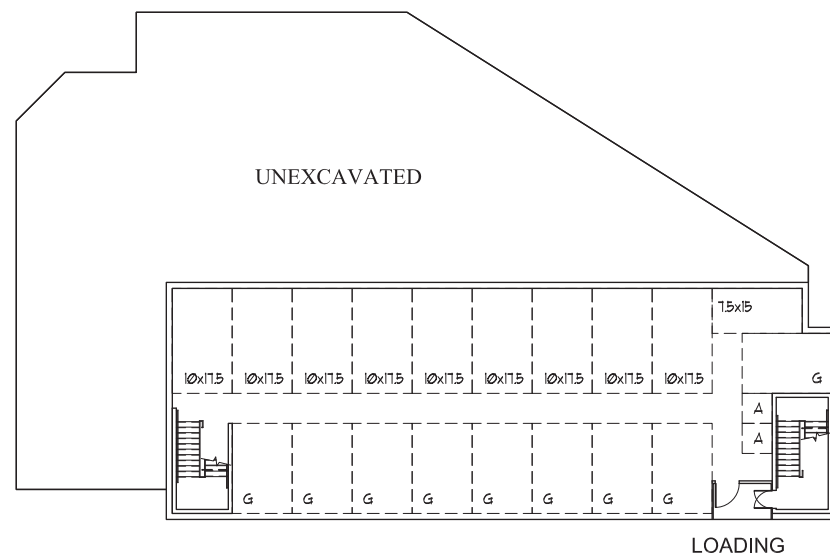
FEBRUARY 25, 2020

PAGE 2 OF 2

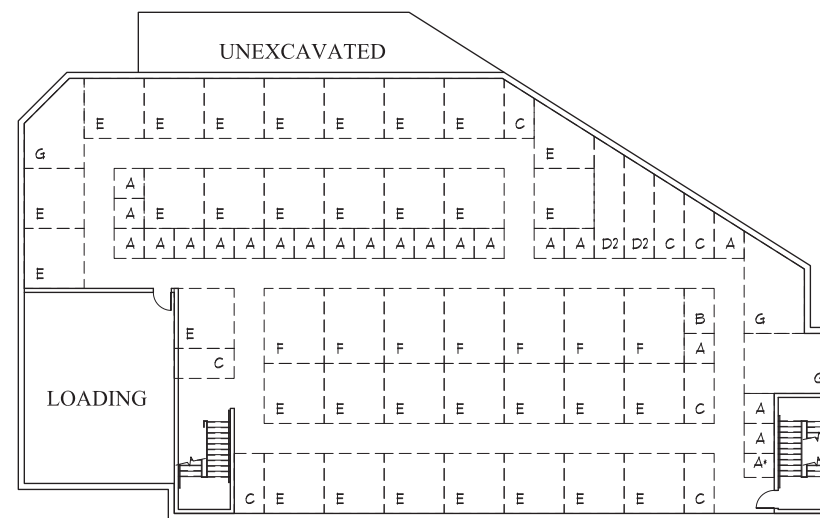


BUILDING E

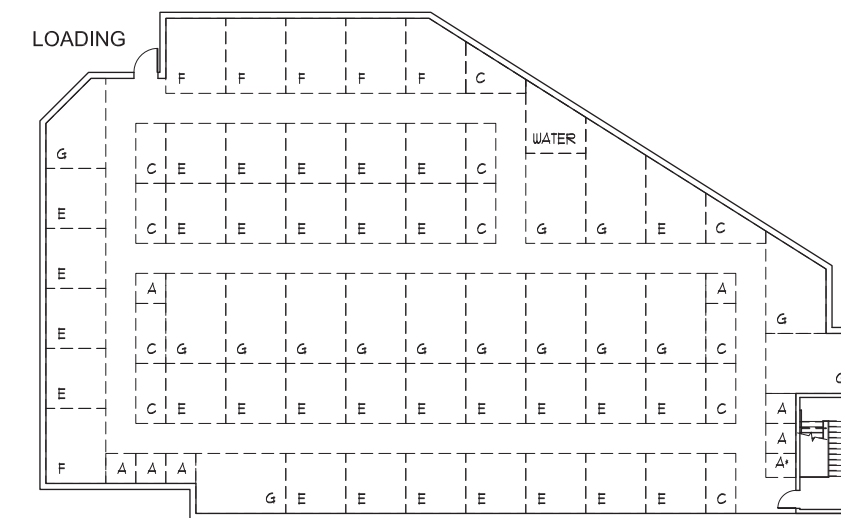
STORAGE UNIT SCHEDULE		
TAG	SIZE (NOM)	AREA
A	5' x 5'	25 SF (Nom.)
B	5' x 7.5'	37.5 SF (Nom.)
C	5' x 10'	50 SF (Nom.)
D	7.5' x 10'	75 SF (Nom.)
D2	5' x 15'	75 SF (Nom.)
E	10' x 10'	100 SF (Nom.)
F	10' x 12.5'	125 SF (Nom.)
G	10' x 15'	150 SF (Nom.)
H	10' x 20'	200 SF (Nom.)
J	10' x 25'	250 SF (Nom.)
K	10' x 30'	300 SF (Nom.)
X - X	VARIES	
Z	5' x 5' Locker - 2 High - 25 SF (Nom.)	



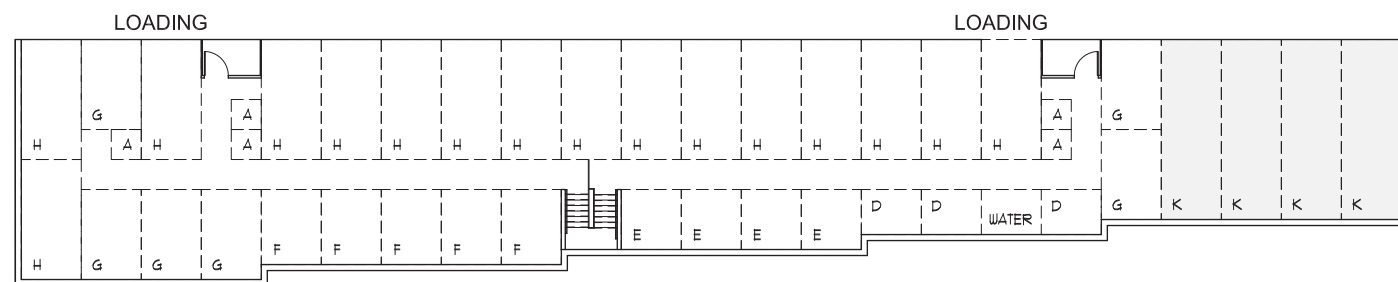
FIRST FLOOR BUILDING F



SECOND FLOOR BUILDING F



THIRD FLOOR BUILDING F



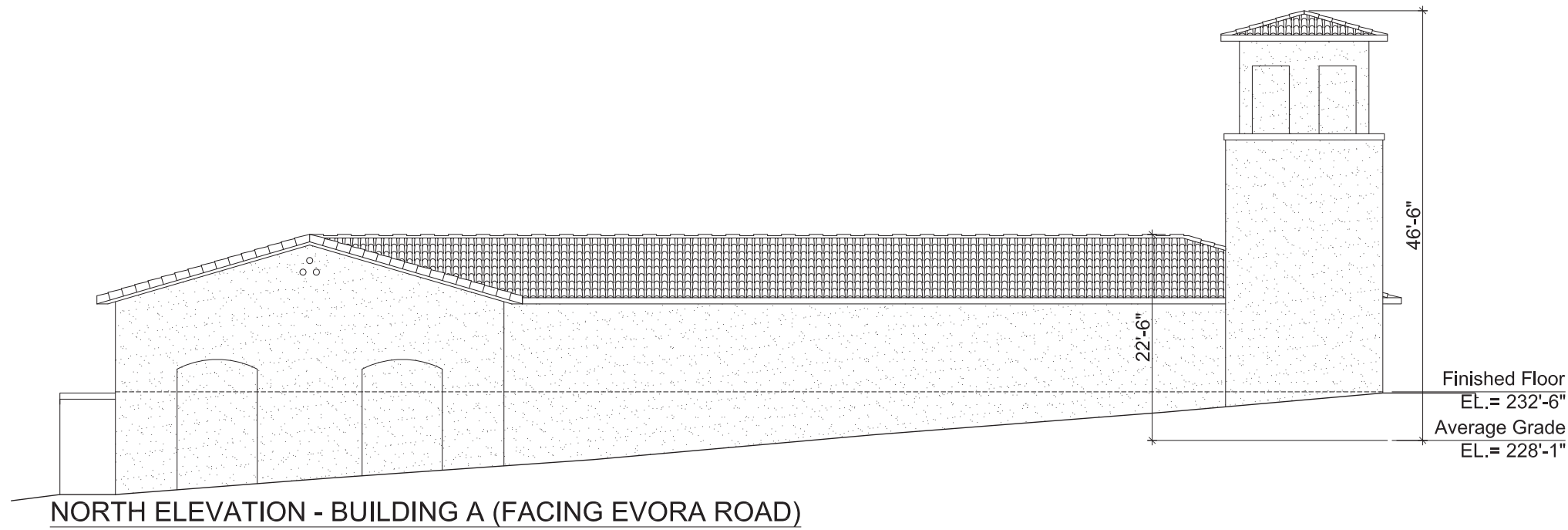
FIRST FLOOR BUILDING G



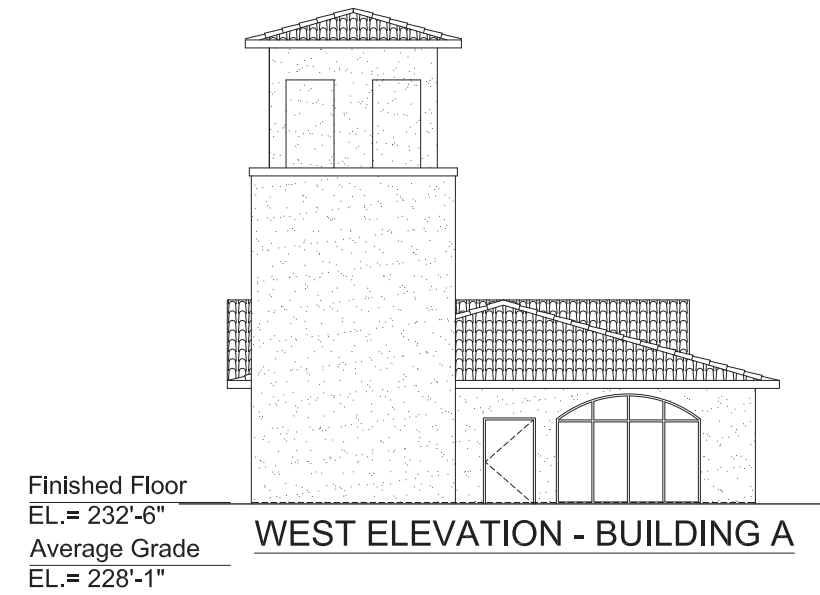
PRELIMINARY BUILDING ELEVATIONS

SELF-STORAGE FACILITY
 BAY POINT, CA
 FEBRUARY 25, 2020
 PAGE 1 OF 7

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 Department of Conservation and Development

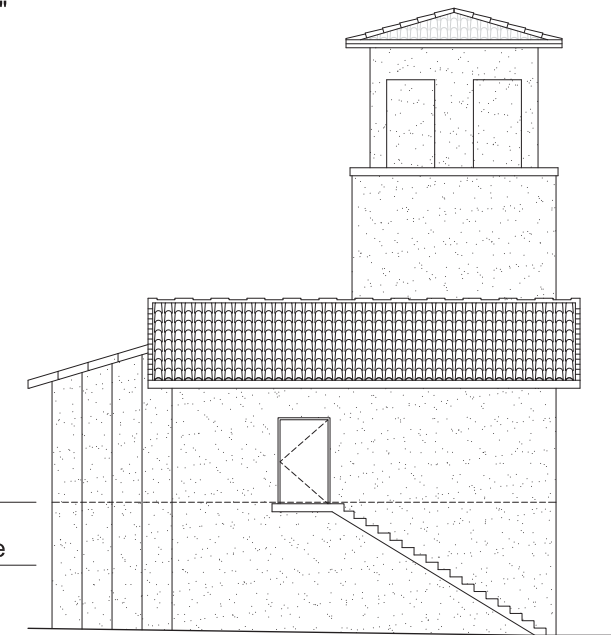


NORTH ELEVATION - BUILDING A (FACING EVORA ROAD)

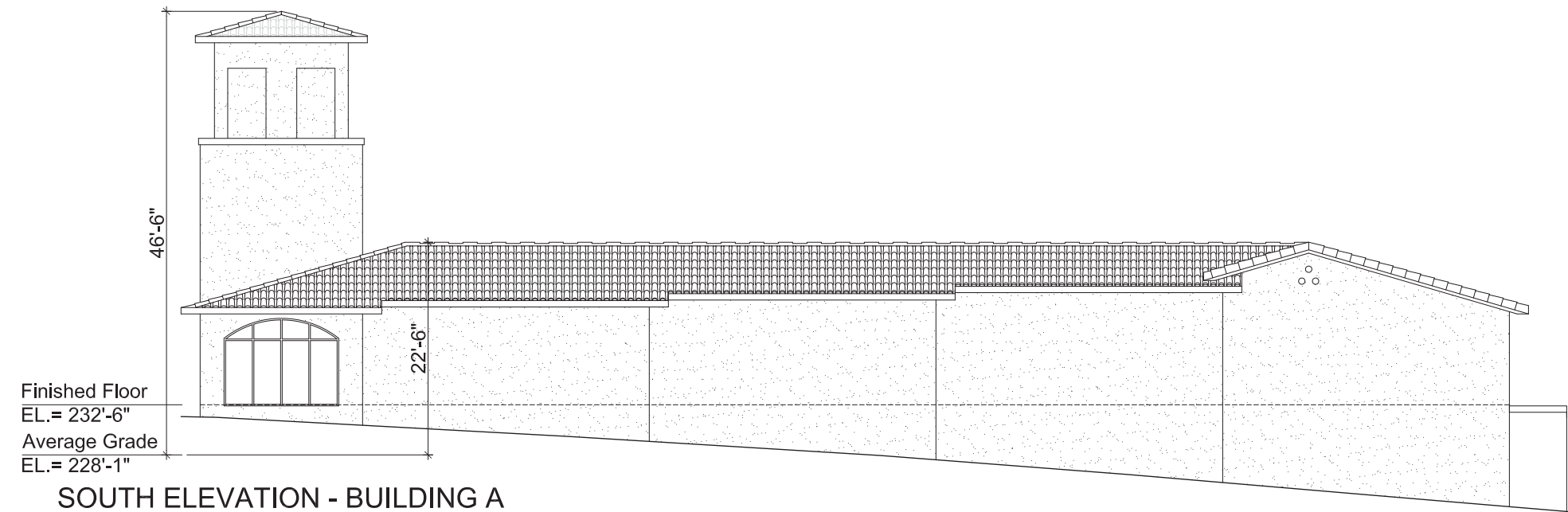


WEST ELEVATION - BUILDING A

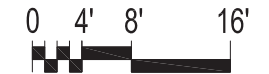
Finished Floor
 EL.= 232'-6"
 Average Grade
 EL.= 228'-1"



EAST ELEVATION - BUILDING A

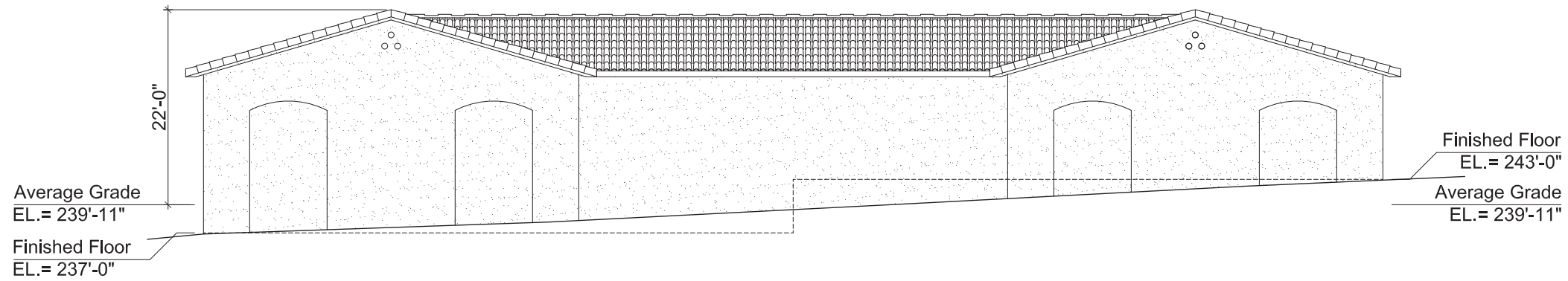


SOUTH ELEVATION - BUILDING A

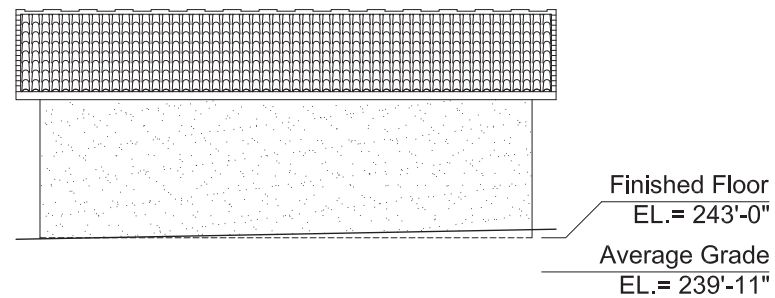


PRELIMINARY BUILDING ELEVATIONS

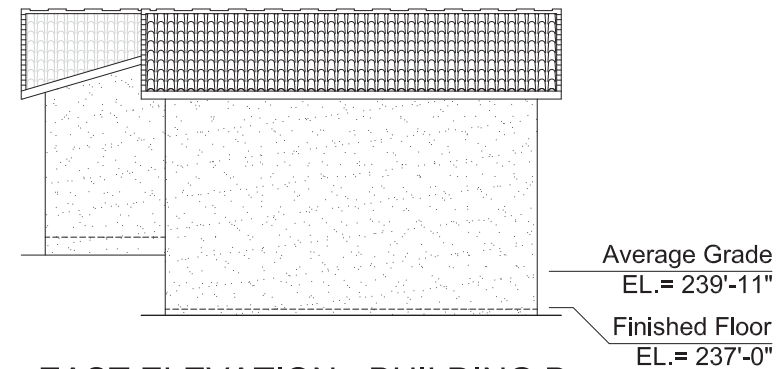
SELF-STORAGE FACILITY
BAY POINT, CA
JANUARY 15, 2020
PAGE 2 OF 7



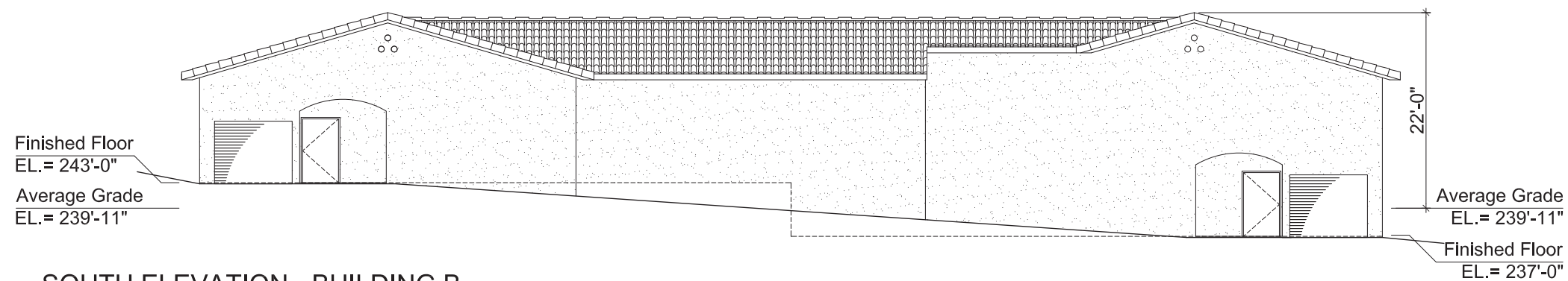
NORTH ELEVATION - BUILDING B (FACING EVORA ROAD)



WEST ELEVATION - BUILDING B



EAST ELEVATION - BUILDING B

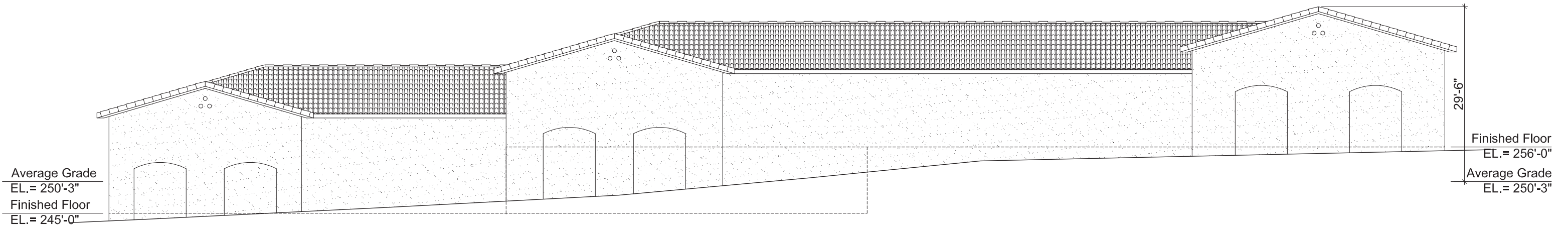


SOUTH ELEVATION - BUILDING B

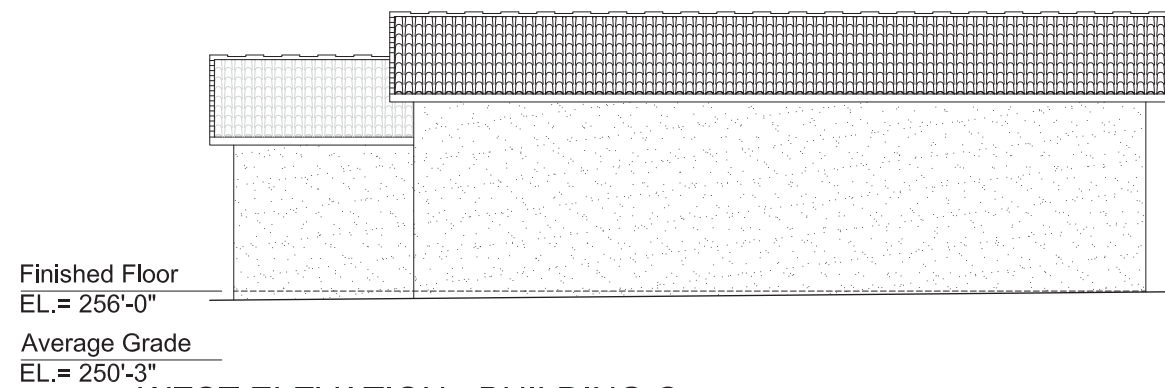


PRELIMINARY BUILDING ELEVATIONS

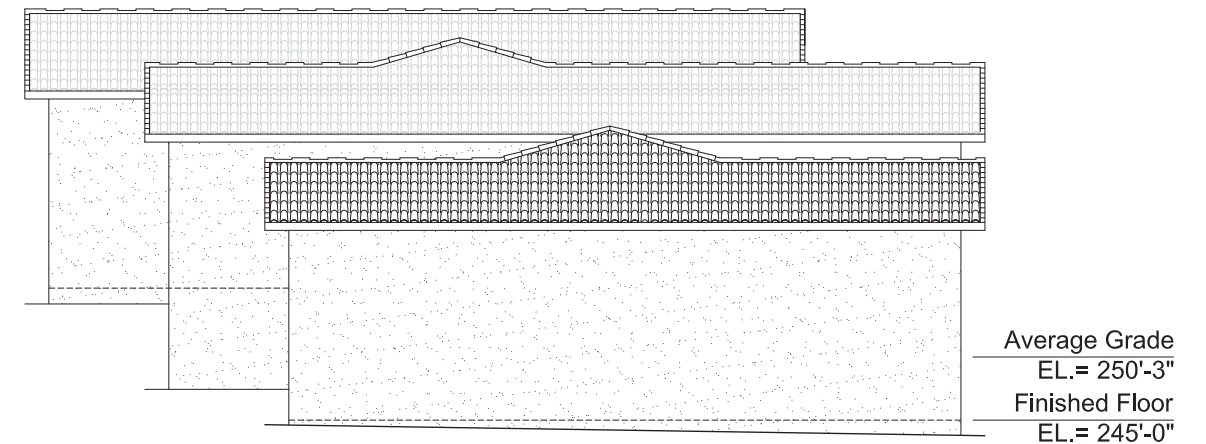
SELF-STORAGE FACILITY
 BAY POINT, CA
 JANUARY 15, 2020
 PAGE 3 OF 7



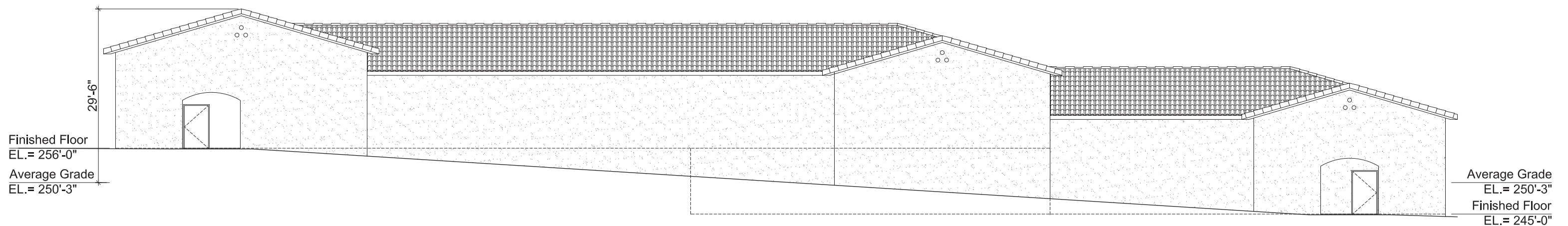
NORTH ELEVATION - BUILDING C (FACING EVORA ROAD)



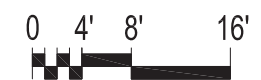
WEST ELEVATION - BUILDING C



EAST ELEVATION - BUILDING C

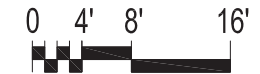
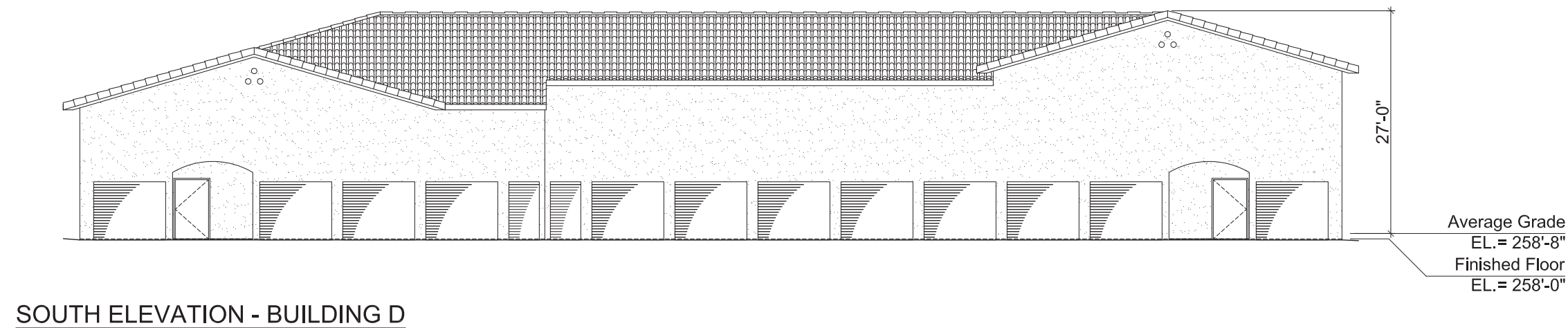
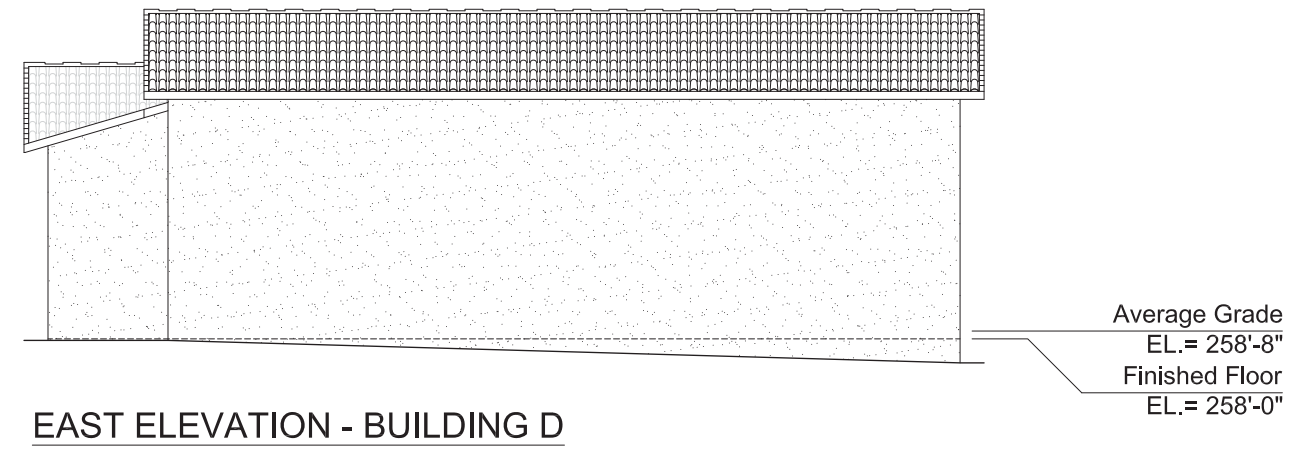
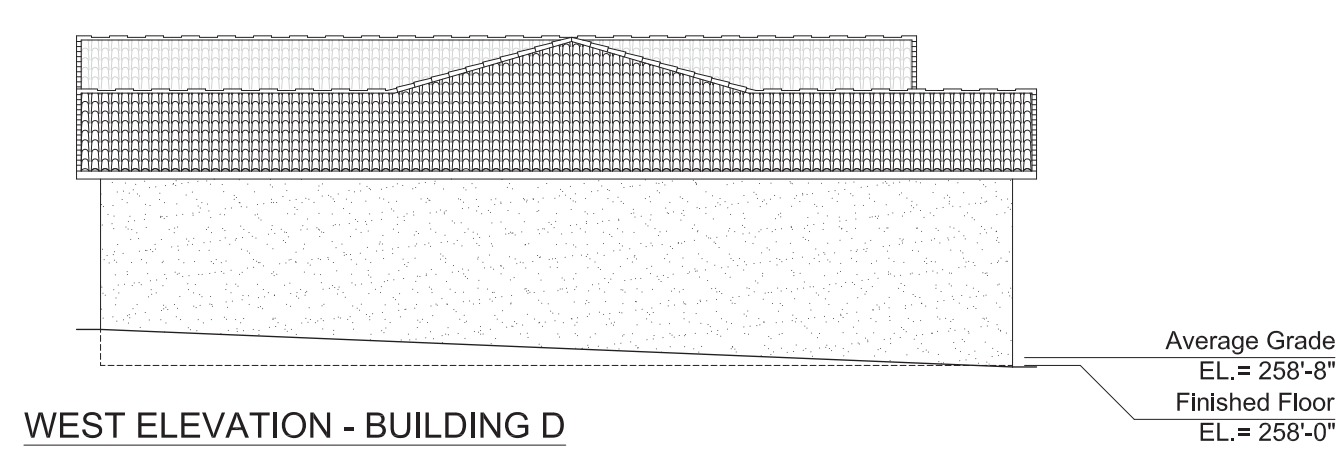
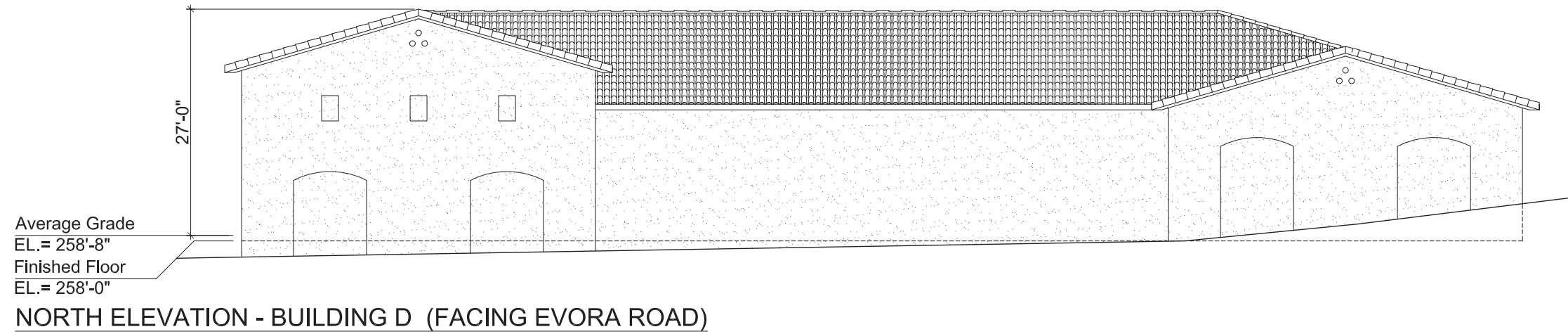


SOUTH ELEVATION - BUILDING C



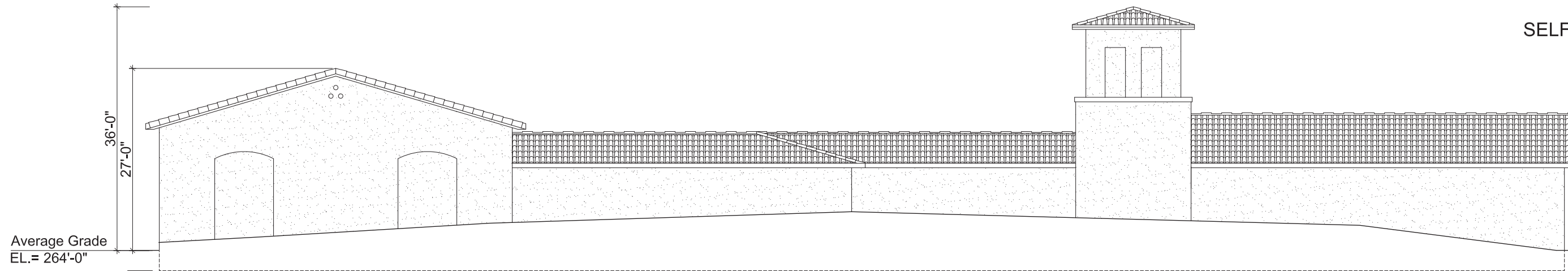
**PRELIMINARY BUILDING
ELEVATIONS**

SELF-STORAGE FACILITY
BAY POINT, CA
JANUARY 15, 2020
PAGE 4 OF 7



PRELIMINARY BUILDING ELEVATIONS

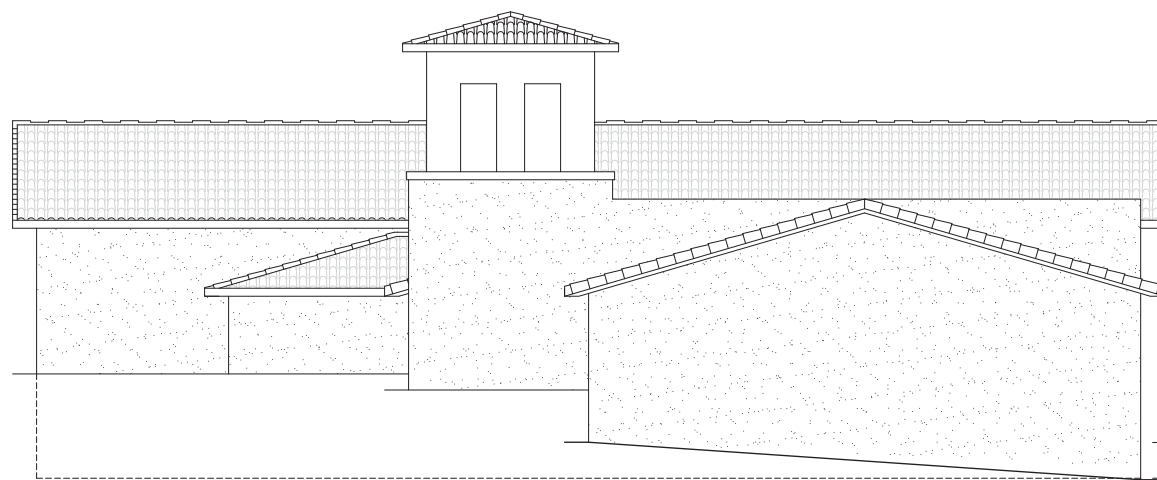
SELF-STORAGE FACILITY
 BAY POINT, CA
 JANUARY 15, 2020
 PAGE 5 OF 7



Average Grade
 EL. = 264'-0"

Finished Floor
 EL. = 261'-0"

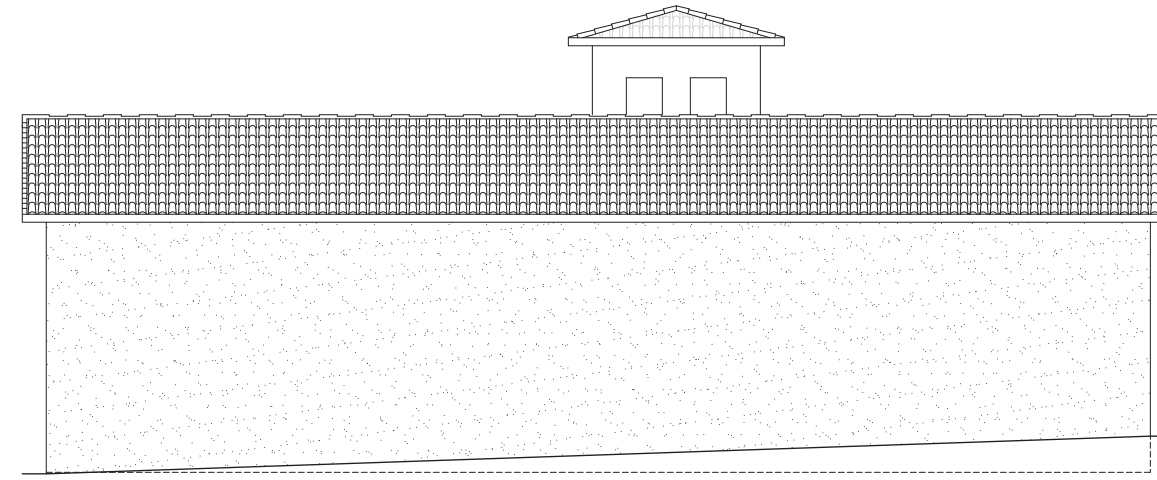
NORTH ELEVATION - BUILDING E (FACING EVORA ROAD)



Average Grade
 EL. = 264'-0"

Finished Floor
 EL. = 261'-0"

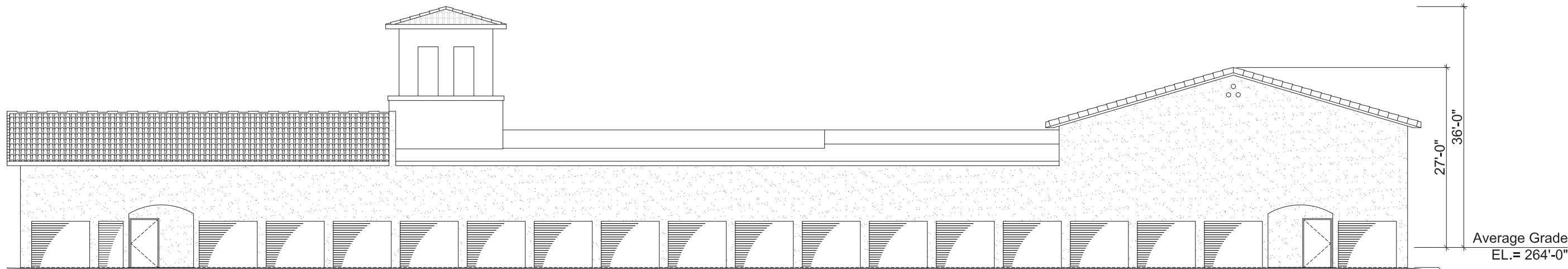
WEST ELEVATION - BUILDING E



Average Grade
 EL. = 264'-0"

Finished Floor
 EL. = 261'-0"

EAST ELEVATION - BUILDING E



Average Grade
 EL. = 264'-0"

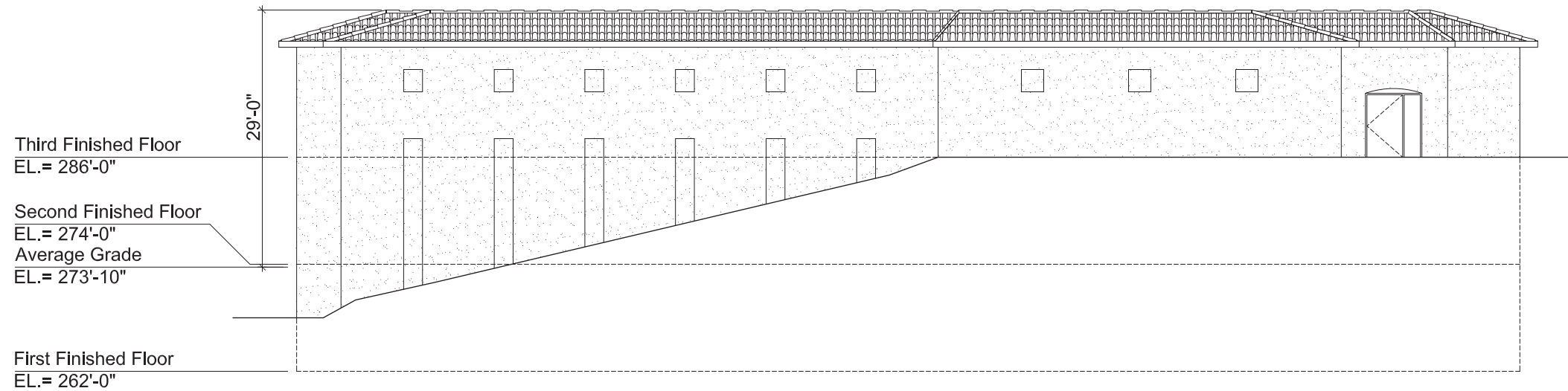
Finished Floor
 EL. = 261'-0"

SOUTH ELEVATION - BUILDING E

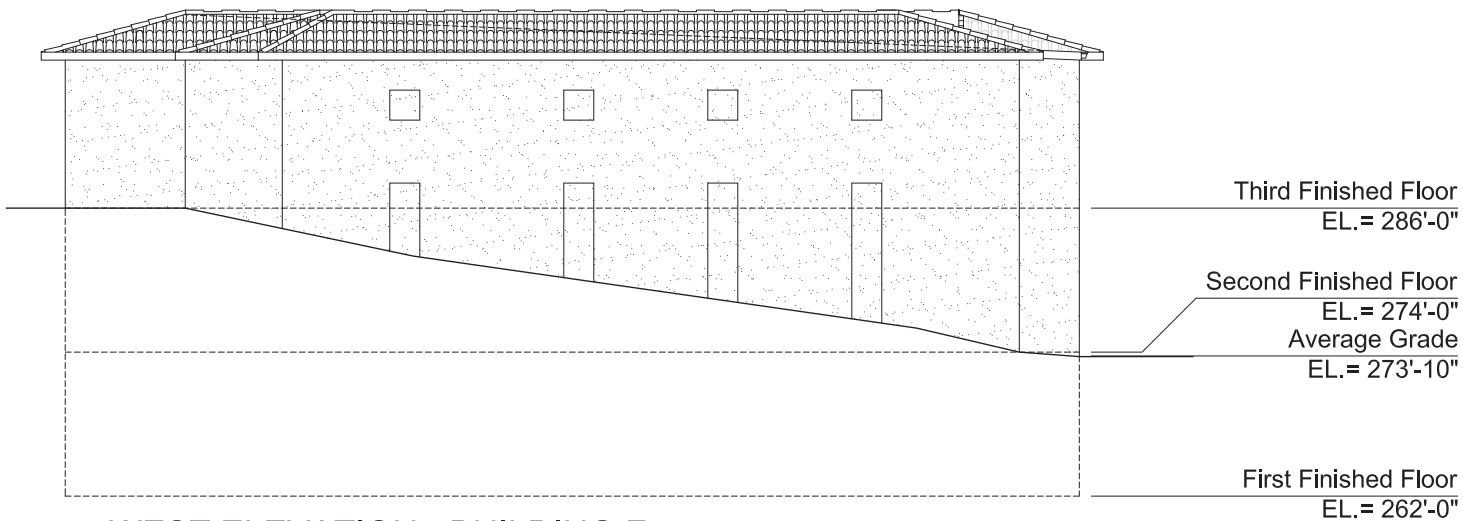


PRELIMINARY BUILDING ELEVATIONS

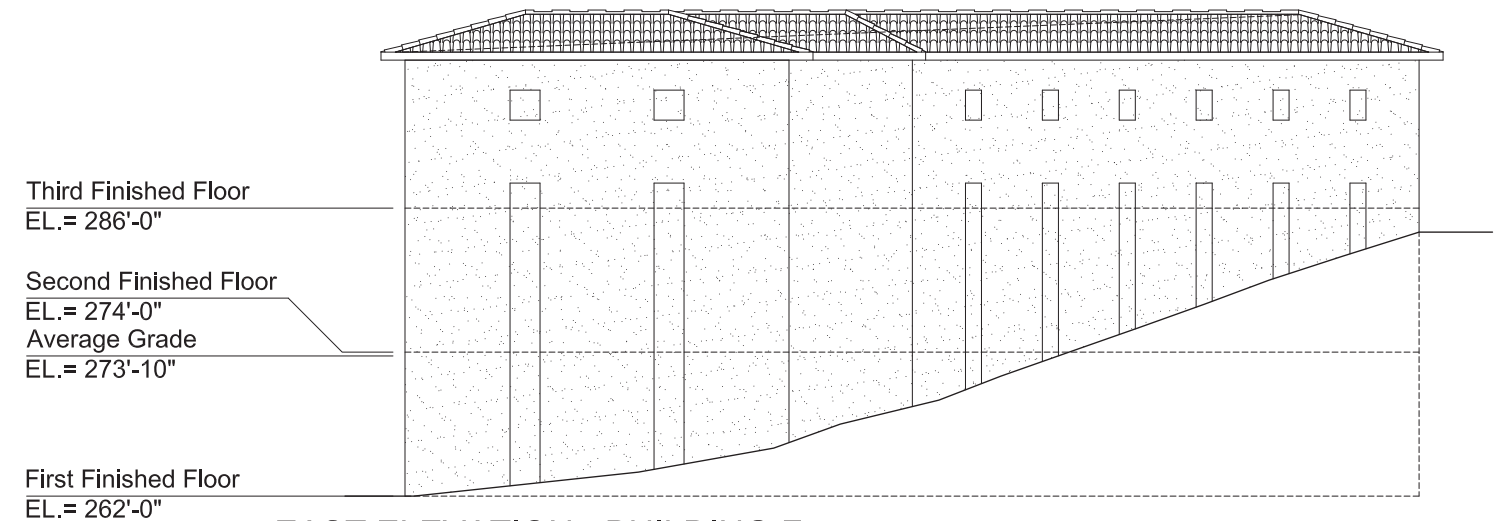
SELF-STORAGE FACILITY
 BAY POINT, CA
 JANUARY 15, 2020
 PAGE 6 OF 7



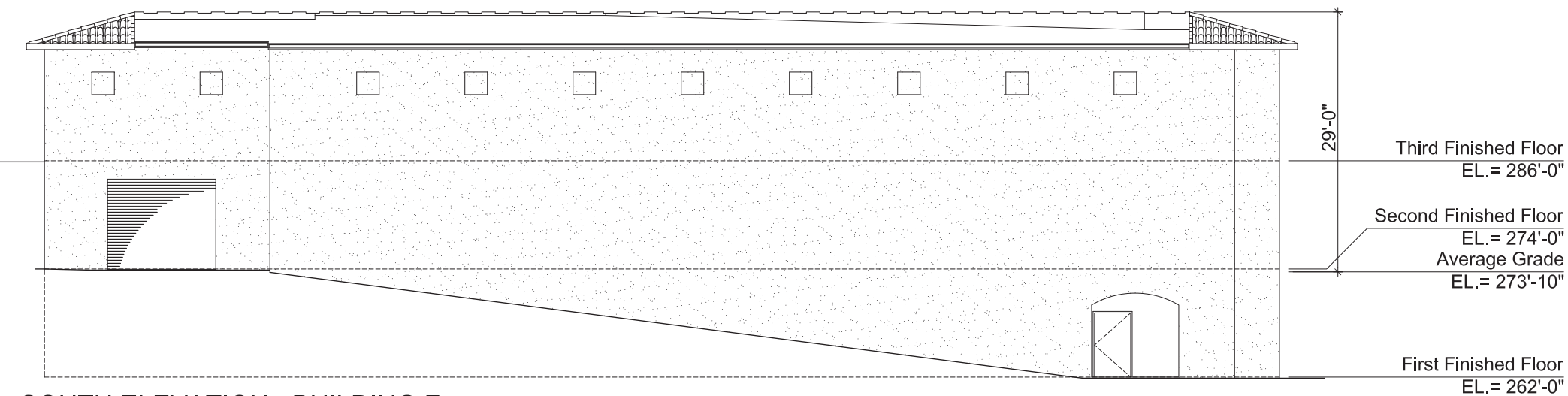
NORTH ELEVATION - BUILDING F (FACING EVORA ROAD)



WEST ELEVATION - BUILDING F



EAST ELEVATION - BUILDING F

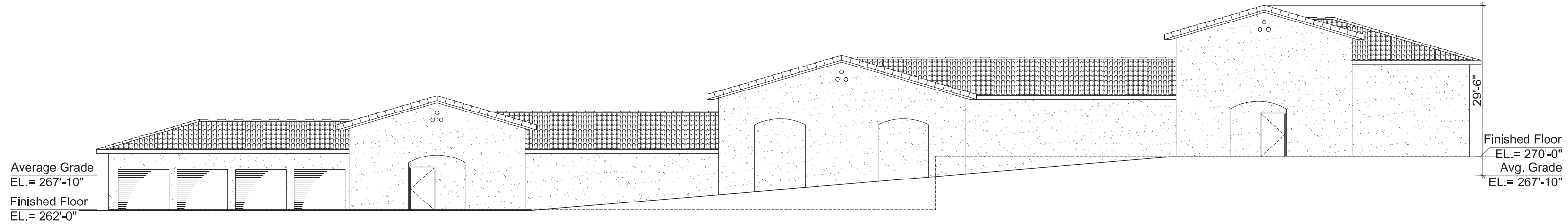


SOUTH ELEVATION - BUILDING F

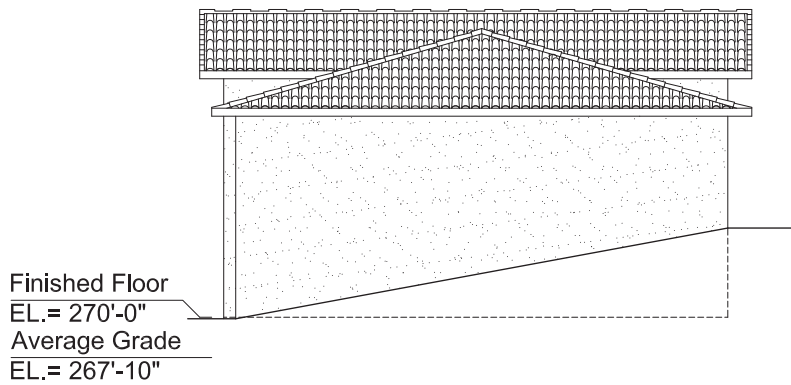


PRELIMINARY BUILDING ELEVATIONS

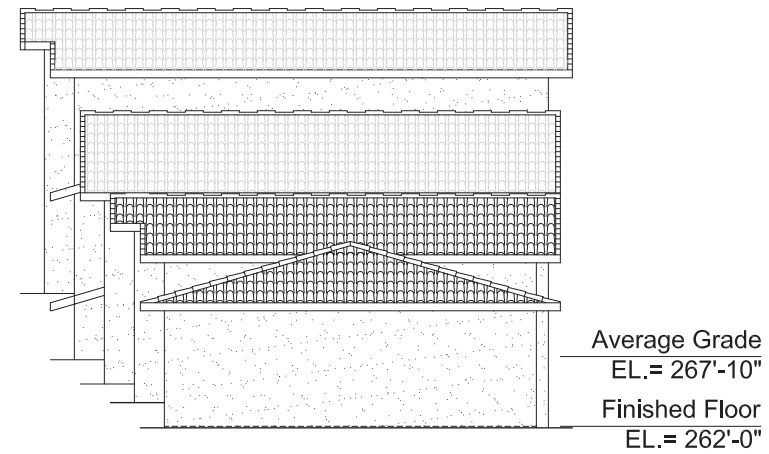
SELF-STORAGE FACILITY
 BAY POINT, CA
 FEBRUARY 25, 2020
 PAGE 7 OF 7



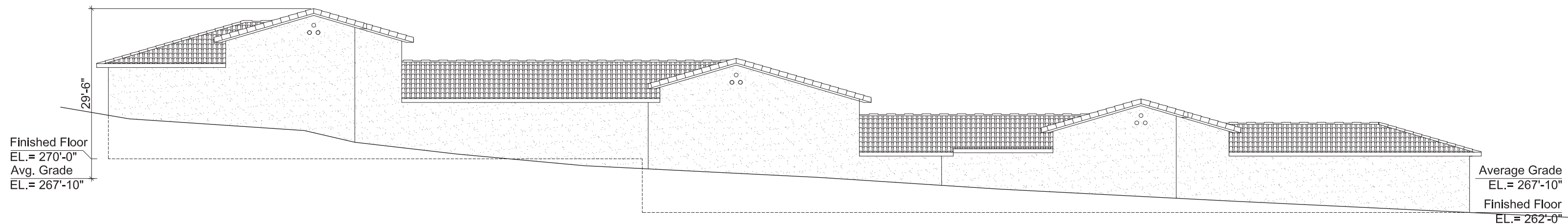
NORTH ELEVATION - BUILDING G



WEST ELEVATION - BUILDING G

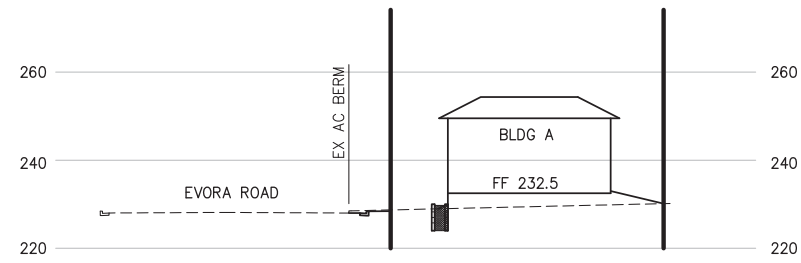


EAST ELEVATION - BUILDING G

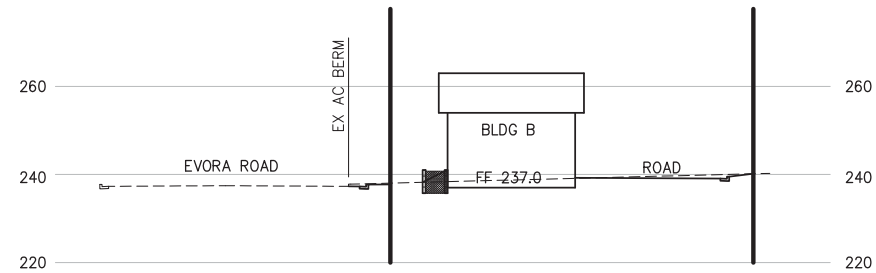


SOUTH ELEVATION - BUILDING G

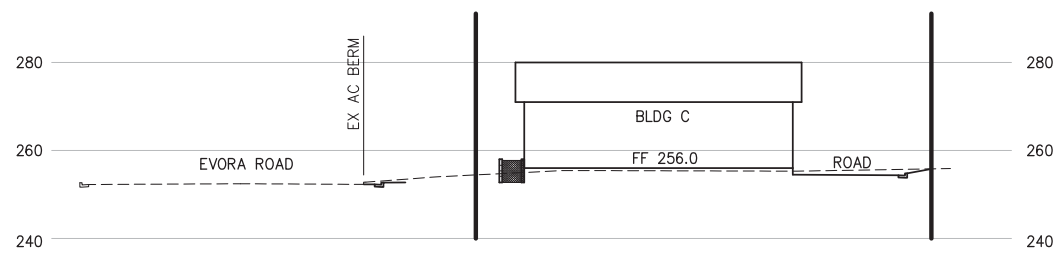




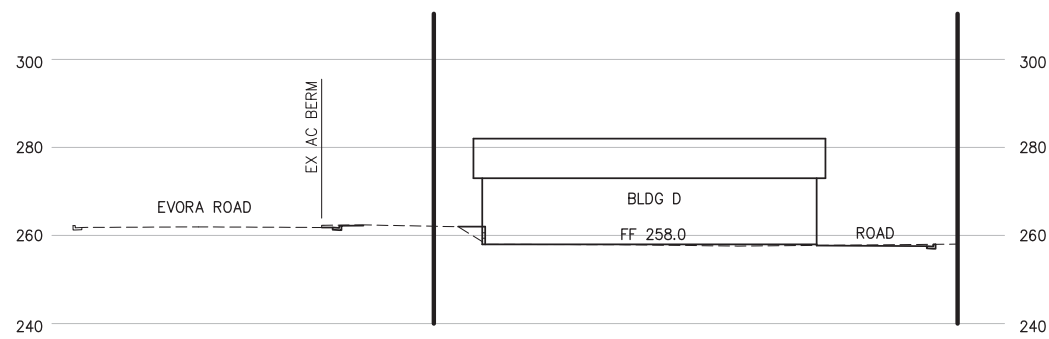
SECTION A-A
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



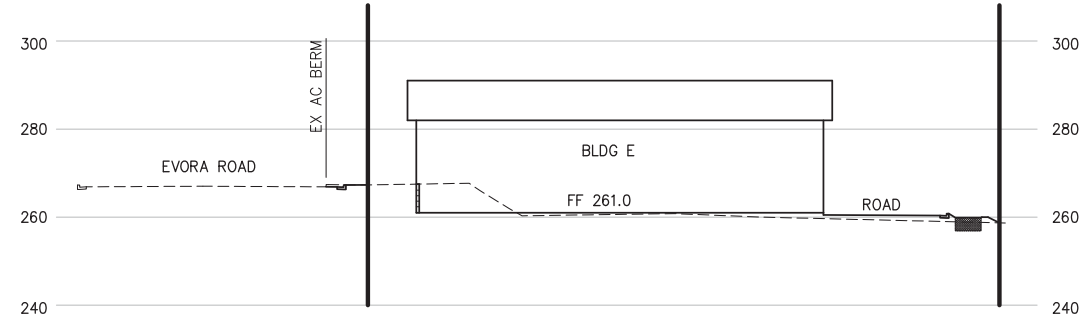
SECTION B-B
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



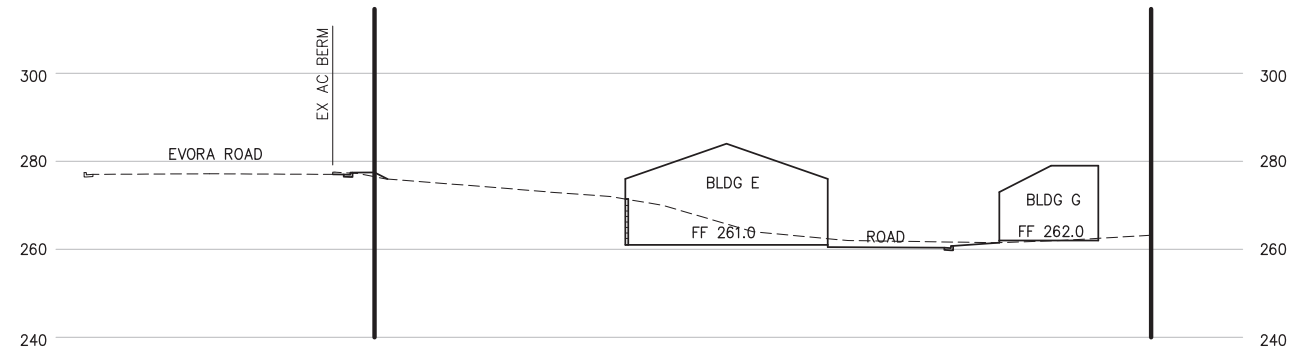
SECTION C-C
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



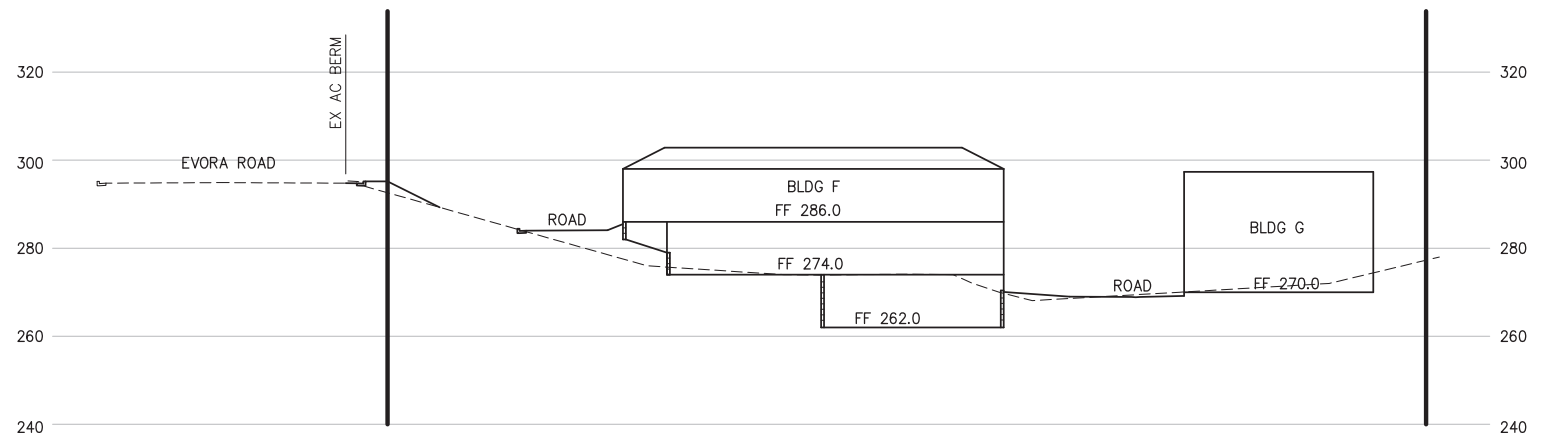
SECTION D-D
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



SECTION E1-E1
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



SECTION E2-E2
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



SECTION F-F
SCALE: 1"=20' (HORIZ)
1"=20' (VERT)



IZZAT S. NASHASHIBI

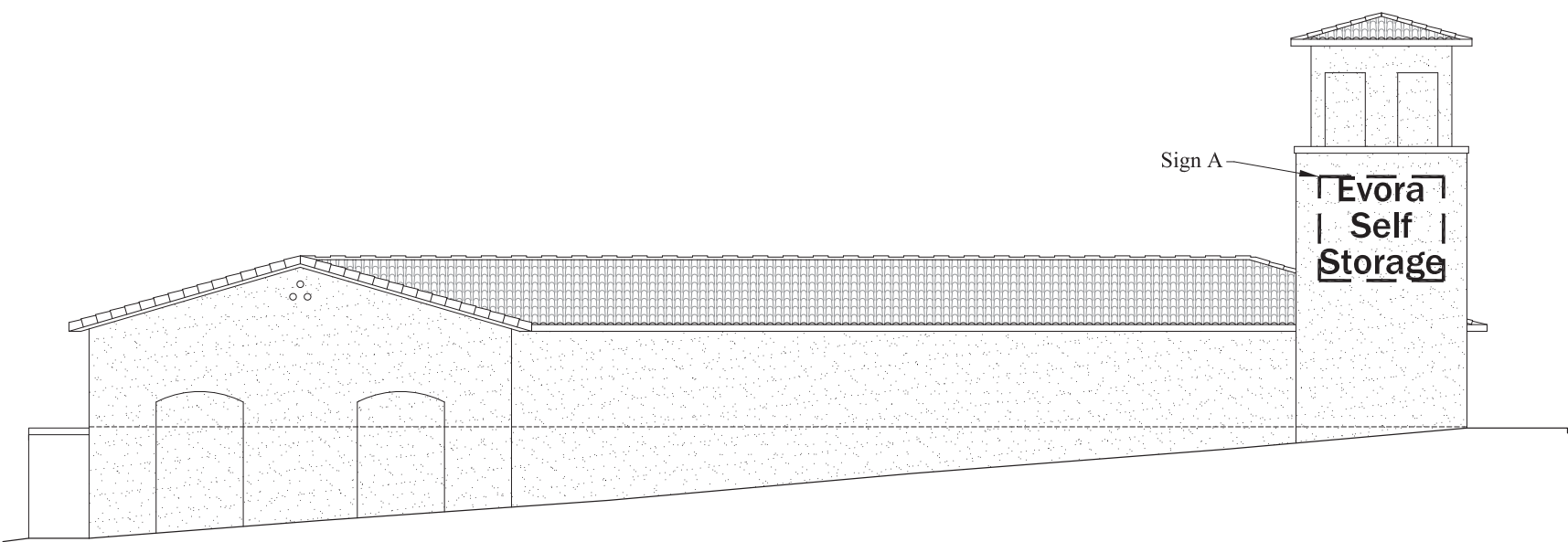
IZZAT S. NASHASHIBI R.C.E. 29528

REVISIONS	
DATE	03/10/21
SCALE	AS SHOWN
DATE	04/30/20
DRAWN	PE
CHECKED	IN
JOB NO.	13054

SECTIONS
APN 098-220-015, 018 & 019
BAILLIE LIVING TRUST PROPERTY - 4357, 4500 & 4700 EVORA ROAD
BAY POINT CONTRA COSTA COUNTY CALIFORNIA

HUMANN COMPANY INC.
ENGINEERING - SURVEYING
1021 BROWN AVE. LAFAYETTE, CA 94549
PH (925) 283-0000 FAX (925) 283-3578
www.humannco.com

Z:\Proj\13054\gpad-dr-dwg 3/11/2021 9:26:46 AM PST



SIGNAGE ELEVATIONS
NTS.

TYPICAL SIGNAGE NOTES

SIGNAGE ELEMENTS

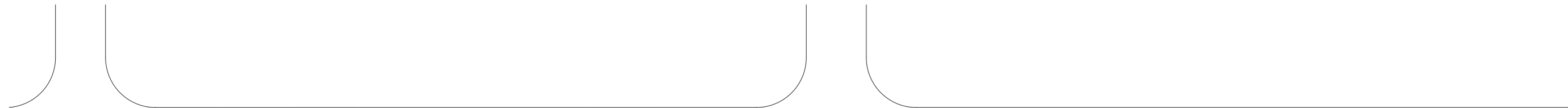
Informational Signs: Provide signage based on character height shown. Width shown is an approximation, adjust as necessary.

GENERAL SIGNAGE NOTES:

1. General Contractor to provide a bid for Exterior Branding Signage based on the signage shown.
2. Signage package shall be developed design-build by the signage contractor, based on the general parameters indicated.
3. Signage Contractor to prepare all submittals and shop drawings for owner review, and obtain all necessary permits for their work.
4. Prior to fabrication, Signage Package shall be reviewed with the Owner, and modifications may be made based on current standards for the branding signage. General Contractor to coordinate installation of all signage. Contract price may be adjusted based on final cost of signage, if modifications are made. Provide for alternate elements (exposed raceways, non-illumination, etc.) as directed by Owner.
5. All work relating to installation, including trenching, foundations for ground sign, electrical wiring, connections, etc. to be included as part of the work.
6. Heights indicated on Signage Schedule are from top of adjacent slabs. See building elevations for additional information. Verify heights with Owner in field.

2 BUILDING A - NORTH ELEVATION
Scale: 1" = 50 Feet

SIGNAGE SCHEDULE												
Tag	Type	Text	Sign			Height to T/Sign from T/Slab	Illumination	Face Color		Color of Sides	Raceway	Notes
			Width	Height	Area			Non-Illuminated	Illuminated			
A	Wall	Evora Self Storage	12'-4"	10'-4"	130 SF Max	25'-0" Max	Internal	Black	White	Black	Concealed	-



EVORA ROAD

Sign A

RECEIVED on 04/09/2020 LP19-0035
By Contra Costa County
Department of Conservation and Development

1 SIGN PLAN
Scale: 1" = 50 Feet



NO	DATE	BY	REVISION / ISSUE

THESE PLANS ARE FOR THE FOLLOWING PURPOSES ONLY:
 REVIEW ONLY
 PERMIT
 BIDDING
 CONSTRUCTION

SELF-STORAGE FACILITY
EVORA ROAD, BAY POINT, CA

SCALE	AS NOTED	SIGN PLAN
DATE	FILE NAME	
4/9/2020	AB24	JOB NO.

SHEET NO. **SIGN**

Schedule										
Symbol	Label	QTY	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	
⬆	S1	20	DSXW2 LED 20C 1000 40K T2M MVOLT	DSXW2 LED WITH 2 LIGHT ENGINES, 20 LED'S, 1000mA DRIVER, 4000K LED, TYPE 2 MEDIUM OPTIC	LED	1	7466.388	1	73	
⬆	S2	3	DSXW2 LED 20C 1000 40K TFM MVOLT	DSXW2 LED WITH 2 LIGHT ENGINES, 20 LED'S, 1000mA DRIVER, 4000K LED, TYPE FORWARD THROW MEDIUM OPTIC	LED	1	7593.418	1	73	

Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	2.7 fc	7.5 fc	0.2 fc	37.5:1	13.5:1

RECEIVED on 03/02/2020 LP19-2035
 By Contra Costa County REVISIED PLANS
 Department of Conservation and Development



Plan View
 Scale - 1" = 40'

PHOTOMETRIC CALCULATION PLAN
 BAY POINT SELF STORAGE

Designer	MJ
Date	11/14/2019
Scale	1" = 40'-0"
Drawing No.	PCI
Summary	

Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Program
County File #CDLP19-02035
Evora Road Self-Storage Facility**

**Evora Road and cross street Mota Drive
Bay Point, CA 94565**

May 11, 2021

SECTION 1: AESTHETICS

Potentially Significant Impacts: *There is a potential for the proposed 50-foot maximum height of the tower element to impact the existing visual character or quality of public views of the site and its surroundings. Landscaping installed throughout the property would break up views of the proposed buildings as seen from adjacent and nearby properties, enhance the aesthetics of the property, and reduce adverse impacts on public views. It is additionally important to ensure that proposed landscaping is properly irrigated and maintained for the life of the proposed use. Additionally, without adequate design and correct installation, the introduction of new light sources could result in potentially significant impacts on nighttime views. Project lighting could spill off-site and result in a potentially significant adverse environmental impact due to substantial new light and glare on neighboring properties. Building finishes (e.g., unfinished metal, glass) could potentially result in a new substantial impact on neighboring properties due to sunlight and daytime glare.*

Mitigation Measures(s):

AES-1: Prior to Department of Conservation and Development, Community Development Division (CDD) stamp-approval of plans for issuance of a building or grading permit, whichever occurs first, a landscape and irrigation plan that is compliant with the State Model Water Efficient Landscape Ordinance, or the County's water conservation ordinance if one has been adopted, shall be submitted to the CDD for review and approval. The purpose of the landscaping plan is to enhance the aesthetics of the property and to help break up views of the proposed buildings from adjacent properties.

AES-2: All outdoor lighting, including façade, yard, security, and streetlights, shall be oriented down towards building and parking areas on the subject property.

AES-3: External illumination shall be shielded, where necessary to avoid glare and to ensure that lighting is contained within the subject property.

AES-4: At least 15 days prior to Community Development Division (CDD) stamp-approval of plans for issuance of a building permit, a materials and color board shall be submitted to the CDD for review and approval. All exterior components of the self-storage facility are required to have non-reflective finishes with a reflectivity of less than 55 percent.

Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction documents
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	Review of Construction Drawings.

Abbreviations:

Condition of Approval (COA)
Community Development Division (CDD)
Building Inspection Division (BID)

Mitigation Monitoring Program
CDLP19-02035
Page 2 of 10

SECTION 2: AIR QUALITY

Potentially Significant Impacts: *Future grading and construction activities on the project site would result in localized emissions of dust, diesel exhaust, and combustion emissions that could result in potential, if temporary, air quality impacts to sensitive receptors (e.g., nearby residences, schools) from the project site during project construction.*

Mitigation Measure(s):

AIR-1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

AIR-2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

AIR-3: 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.

AIR-4: All vehicle speeds on unpaved roads shall be limited to 15 mph.

AIR-5: 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.

AIR-6: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

AIR-7: 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.

AIR-8: The property owner or site contractor shall 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.

AIR-9: All haul trucks transporting soil, sand, or other loose materials shall be limited to travel on main routes to the best extent possible to avoid residential neighborhoods. The project applicant shall submit a proposed haul route prior to the issuance of a grading permit.

Abbreviations:

Condition of Approval (COA)
Community Development Division (CDD)
Building Inspection Division (BID)

Mitigation Monitoring Program
CDLP19-02035
Page 3 of 10

AIR-10: All contractors shall use equipment that meets the California Air Resources Board's (CARB) most recent certification standard for off-road heavy duty diesel engines.

Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction documents and throughout construction-related activity.
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	Review of Construction Drawings.

SECTION 3: BIOLOGICAL RESOURCES

Potentially Significant Impacts: *Future construction on the project site has the potential to impact special status plants and wildlife or nesting birds within the project site and adjacent areas. If construction-related activities take place during blooming periods, special status plants and their seeds could be disturbed or removed. If grading or construction would occur during the nesting season, nesting or foraging birds could be disturbed. Excavation activities during construction periods have the potential to impact reduce wildlife habitat within the adjacent water features due to runoff and increased rates of erosion. Ephemeral drainages are located in an approximately 3.16-acre area of the property that is designated for Open Space (OS) land uses in the County General Plan, therefore, no development or disturbance of this area is proposed as part of the project. The proposed site disturbance is east of the concrete V-Ditch located on the subject property, and no changes are proposed for this drainage system. Regardless, construction activities may have a potentially adverse effect on riparian or other sensitive natural communities on the subject property.*

Mitigation Measure(s):

BIO-1: The project shall be covered under the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP). All applicable avoidance, minimization, and mitigation measures of the ECCC HCP/NCCP will be imposed on the project. The project will receive take authorization for species under the County’s incidental take permit from the United States Fish and Wildlife Service (USFWS) issued pursuant to Section 10(a)(1)(b) of the Federal Endangered Species Act (permit number: TE 160958-0) and the County’s incidental take permit from the California Department of Fish and Wildlife (CDFW) issued pursuant to California Fish and Wildlife Code Section 2835 (permit number 2835-2007-01-03).

BIO-2: **At least 15 days prior to Community Development Division (CDD) stamp-approval of plans for issuance of a grading or building permit, whichever is first,** the applicant shall pay the required ECCC HCP/NCCP Development Fee in the amount of \$272,834.10 (subject to annual adjustments, in accordance with Chapter 9.3.1 of the ECCC

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HCP/NCCP), submit a construction monitoring plan to the CDD on behalf of the Conservancy (Implementing Entity), and receive a Certificate of Coverage from the County. The Certificate of Coverage will confirm that the fee has been received, confirm that other ECCC HCP/NCCP requirements have been met or will be performed, and will authorize take of covered species.

BIO-3: Pre-Construction Avian Survey – If project construction-related activities would take place during the nesting season (February through August), preconstruction surveys for nesting passerine birds and raptors (birds of prey) within the Property and the large trees within adjacent areas should be conducted by a qualified biologist **no more than five (5) days prior to the commencement of site grading or construction activities**. If any bird listed under the Migratory Bird Treaty Act is found to be nesting within the project site or within the area of influence, an adequate protective buffer zone should be established by a qualified biologist to protect the nesting site. This buffer shall be a minimum of 75 feet from the project activities for passerine birds, and a minimum of 250 feet for raptors. The distance shall be determined by a qualified biologist based on the site conditions (topography, if the nest is in a line of sight of the construction and the sensitivity of the birds nesting). The nest site(s) shall be monitored by a qualified biologist periodically to see if the birds are stressed by the construction activities and if the protective buffer needs to be increased. Once the young have fledged and are flying well enough to avoid project construction zones (typically by August), the project can proceed without further regard to the nest site(s).

BIO-4: Erosion Control – Prior to any ground disturbance, the appropriate best management practices (BMPs) for erosion and sediment control including, but not limited to, a silt construction fence, hay bales, and placement of straw mulch shall be installed around the construction site. After construction, hydro seeding of exposed soils shall be completed as identified in the Storm Water Pollution Prevention Plan (SWPPP).

BIO-5: Corps and State Regulated Wetlands/Waters – Prior to any ground disturbance, the applicant shall submit proof that any permits required by the Army Corps, RWQCB, and/or CDFW have been applied for or obtained or show verification that no such permits are required. If the wetlands/waters are deemed jurisdictional and any project related activities are proposed that could impact these features, permits must be obtained prior to construction. In addition, setbacks from wetlands/water features may be required to protect habitat quality and water quality.

BIO-6: Vehicles and equipment shall be parked on ruderal habitat, previously disturbed area, and the existing road.

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BIO-7: Trash generated by covered activities shall be promptly and properly removed from the site.

BIO-8: Prior to ground disturbance, all wetlands and ephemeral streams to be avoided by covered activities shall be temporarily staked by a qualified biologist.

Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction documents, earthmoving, or construction activities
Party Responsible for Verification:	Project proponent, CDD staff, Consulting Biologist
Compliance Verification:	Payment of the ECCC HCP/NCCP Development Fee; review of Biologist’s surveys (if necessary); copies of other agency permits, or other verification provided to CDD staff

SECTION 4: CULTURAL RESOURCES

Potentially Significant Impacts: *Construction activities requiring excavation or earth movement could uncover previously unrecorded significant cultural resources and/or human remains.*

Mitigation Measure(s):

CUL 1: If deposits of prehistoric or historical archaeological materials are encountered during ground disturbance activities, all work within 50 feet of the discovery shall be redirected. A qualified archaeologist certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American Tribe that has requested consultation and/or demonstrated interest in the project shall be contacted to evaluate the significance of the finds and suggest appropriate mitigation(s) if deemed necessary.

CUL 2: If the deposits are not eligible, avoidance is not necessary. If the deposits are eligible, they will need to be avoided by impacts or such impacts must be mitigated. Upon completion of the archaeological assessment, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the Northwest Information Center and appropriate Contra Costa County agencies.

Prehistoric materials can include flake-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite tool-making debris; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical

materials can include wood, stone, concrete, or adobe footings, walls and other structural remains; debris-filled wells or privies; and deposits of wood, glass ceramics, and other refuse.

CUL-3: Should human remains be uncovered during grading, trenching, or other on-site excavation(s), earthwork within 30 yards of these materials shall be stopped until the County coroner has had an opportunity to evaluate the significance of the human remains and determine the proper treatment and disposition of the remains. Pursuant to California Health and Safety Code Section 7050.5, if the coroner determines the remains may those of a Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, the NAHC will then determine a Most Likely Descendant (MLD) tribe and contact them. The MLD tribe has 48 hours from the time they are given access to the site to make recommendations to the land owner for treatment and disposition of the ancestor's remains. The land owner shall follow the requirements of Public Resources Code Section 5097.98 for the remains.

Implementing Action:	COA
Timing of Verification:	Upon discovery of archaeological materials or human remains
Party Responsible for Verification:	Project proponent, CDD staff, consulting Archaeologist
Compliance Verification:	Review of archaeologist's report

SECTION 5: GEOLOGY AND SOILS

Potentially Significant Impacts: *The planning-level report of CEG provides a preliminary assessment of potential geologic, geotechnical, and seismic hazards, including (i) liquefaction potential, (ii) earthquake ground shaking hazard, and (iii) weak, undocumented fill. Each of these hazards require further analysis in a design-level report to confirm or modify CEG's preliminary opinion. There are potentially significant geologic/geotechnical impacts, but mitigation measures are available that would ensure the impacts are less than significant. Additionally, although there are no known paleontological resources located on the subject property, ground disturbance during the project's construction phase has the potential for disturbing previously unknown unique paleontological resources.*

Mitigation Measure(s):

GEO-1: Prior to CDD stamp-approval of plans for issuance of a building or grading permit, whichever is first, the project proponent shall submit an updated, design-level geotechnical report to the County for review by the CDD and the County Peer Review Geologist which includes the following: 1) adequate laboratory testing of samples to characterize the expansion and corrosion potential of-the fill soils (and any native soils) that

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will be exposed on building pads, 2) for any hazards that are confirmed to be present (e.g., liquefiable sands, earthquake triggered settlement of fill, slope creep, corrosive soils), the report shall provide additional mitigation measures to adequately avoid or control damage, 3) an Original Geologic map of the project site showing the distribution of existing fill on the site and any other potential hazards (e.g., liquefiable sands), and 4) present a review of the drainage plan for the project (i.e. including adequacy of setback of basins from improvements and basin design).

GEO-2: Geotechnical observation and testing shall be administered during construction activities. The monitoring shall commence during clearing, and extend through grading, placement of fill and aggregate base, installation of drainage facilities, and foundation related work. These observations will allow the project geotechnical engineer to compare actual exposed conditions with anticipated conditions, and to verify that the contractor's work conforms with the geotechnical aspects of the plans and specifications. **Prior to requesting a final grading inspection**, the project proponent shall submit a report from the project geotechnical engineer that documents their observation and testing services to that stage of construction, including monitoring, and testing of backfill required for utility and drainage facilities.

GEO-3: Prior to requesting a final building inspection for all buildings for human occupancy in the project as defined by the building code (2,000 person hrs./year), the project proponent shall submit a letter or report from the geotechnical engineer documenting the monitoring services associated with implementation of final grading, drainage, paving and foundation-related work. If the final inspection of all buildings is to be performed at one time, the geotechnical engineer's final report may address the entire project; if final inspections are to be staged over a period of time, there shall be geotechnical letters for each building/grouping of buildings at the time that the final building inspection is requested.

GEO-4: Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), all earthwork within 30 yards of the materials shall be stopped until the Community Development Division (CDD) has been notified, and a qualified paleontologist contacted and retained to evaluate the significance of the find, and, if deemed necessary, suggest appropriate mitigation(s).

Implementing Action:	COA
Timing of Verification:	Prior to CDD approval of construction documents; throughout construction-related activity, and prior to final inspections

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Party Responsible for Verification:	Project proponent, CDD staff, Consulting Geotechnical Engineer, County Geologist
Compliance Verification:	Review of Construction Drawings, review of Geotechnical Engineer's report

SECTION 7: NOISE

Potentially Significant Impacts: *Any production of noise levels or ground borne vibrations in excess of established standards would be associated with the construction phase of the proposed project. However, the noise and ground borne vibrations produced during these aspects of the proposed project would be temporary in nature and mitigations exist to reduce these temporary impacts on area residents.*

Mitigation Measure(s):

- NOI-1** A pre-construction meeting with the job inspectors and the general contractor/onsite manager shall be held to confirm that all noise mitigation measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed prior to beginning construction.
- NOI-2:** The applicant shall notify neighbors within 300 feet of the subject property at least one week in advance of grading and construction activities.
- NOI-3:** The applicant shall designate a construction noise coordinator who will be responsible for implementing the noise control measures and responding to complaints. This person's name and contact information shall be posted clearly on a sign at the project site and shall also be included in the notification to properties within 300 feet of the project site. The construction noise coordinator shall be available during all construction activities and shall maintain a log of complaints, which shall be available for review by County staff upon request.
- NOI-4:** The following construction restrictions shall be implemented during project construction and shall be included on all construction plans.
 1. The applicant shall make a good faith effort to minimize project-related disruptions to adjacent properties, including, but not limited to noise. This shall be communicated to project-related contractors.
 2. The applicant shall require their contractors and subcontractors to fit all internal combustion engines with mufflers which are in good condition and shall locate stationary noise-generating equipment such as air compressors as far away from existing residences as possible.

3. Large trucks and heavy equipment are subject to the same restrictions that are imposed on construction activities, except the hours for transportation to and from the site are limited to 9:00 am to 4:00 pm.
4. All construction activities shall be limited to the hours of 8:00 am to 5:00 pm, Monday through Friday, and are prohibited on state and federal holidays on the calendar dates that these holidays are observed by the state or federal government as listed below:
 - New Year's Day (State and Federal)
 - Birthday of Martin Luther King, Jr. (State and Federal)
 - Washington's Birthday (Federal)
 - Lincoln's Birthday (State)
 - President's Day (State and Federal)
 - Cesar Chavez Day (State)
 - Memorial Day (State and Federal)
 - Independence Day (State and Federal)
 - Labor Day (State and Federal)
 - Columbus Day (State and Federal)
 - Veterans Day (State and Federal)
 - Thanksgiving Day (State and Federal)
 - Day after Thanksgiving (State)
 - Christmas Day (State and Federal)

Implementing Action:	COA
Timing of Verification:	Throughout all phases of construction (noise reduction) and upon receipt of noise complaint(s).
Party Responsible for Verification:	Project proponent and CDD staff.
Compliance Verification:	Review of Construction Drawings; field investigation (in the event of a noise complaint).

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