

**Department of
Conservation and
Development**

30 Muir Road
Martinez, CA 94553

Phone: 1-855-323-2626

**Contra
Costa
County**



John Kopchik
Director

Aruna Bhat
Deputy Director

Jason Crapo
Deputy Director

Maureen Toms
Deputy Director

Amalia Cunningham
Assistant Deputy Director

June 8, 2022

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

County File No. CDLP22-02002 and CDGP21-00001

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act of 1970" as amended to date, this is to advise you that the Community Development Division of the Department of Conservation and Development of Contra Costa County has prepared an initial study on the following project:

PROJECT NAME: County File #CDLP20-02002 and CDGP21-00001; Discovery Bay Boat Repair Shop

LOCATION: **The property is located at 1535 Discovery Bay Blvd, Discovery Bay, CA 94505**
Assessor's Parcel Number: 008-200-010

APPLICANT: Kenneth Luke, Classic Boat Works
6715 Brentwood Blvd #A
Brentwood, CA 94513

LEAD AGENCY: Contra Costa County, Department of Conservation and Development (925)655-2872
30 Muir Road, Martinez, CA 94553

DESCRIPTION:

Project Description: The project includes a General Plan Amendment (GPA) to change the land use designation from Public Semi-Public (PS) to Commercial (CO) for the purpose of opening a boat service and repair business.

Approval of a Land Use Permit and Development Plan combination permit to modify County file #CDDP74-03074 would be required to allow the conversion of the existing firehouse building to a boat service and repair facility. The facility operations are expected to include boat repair, boat servicing, the sale and storage of retail parts and accessories, and associated activities. To accommodate the operations, the building would require interior improvements and a new 8-foot fence for screening. An accessory building at the rear of the project site would be demolished.

Site and Area Description: The 27,748 square-foot (0.64-acre) project site is located at 1535 Discovery Bay Boulevard in Discovery Bay. The subject property previously hosted Fire Station #58, which was owned and operated by the East Contra Costa Fire Protection District. The current owner/applicant purchased the property at auction following the station's closure. The property is occupied by the decommissioned fire station building and paved parking areas. The building's current configuration includes large fire engine bays,

which would be maintained to allow for easy ingress/egress of boats and provide ample working space. Changing the land use designation to CO would allow up to 27,748 square feet of potential development, however, no expansion of the development on the lot is proposed and the applicant has indicated that the property would not be altered except for installation of a side yard fence. The screened parking areas would be used for storing boats awaiting service.

To the north are a small office building and single-family homes, designated CO and Single-Family Residential Medium-Density, respectively. Across Discovery Bay Boulevard to the west is Discovery Bay Shopping Centre, also designated CO. To the south and east are the Town of Discovery Bay Community Center and Community Services District offices. This area is also designated PS. The greater Discover Bay area includes water-oriented residential development supported by limited commercial and retail development.

ENVIRONMENTAL EFFECTS:

The initial study for the proposed project identified potentially significant impacts in the environmental areas of air quality and noise. Environmental analysis determined that measures were available to mitigate potential adverse impacts to insignificant levels. As a result, a Mitigated Negative Declaration (MND) has been prepared pursuant to Public Resources Code Section 21080(c), 21063.5, and Article 6 of the California Environmental Quality Act (CEQA) Guidelines.

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

A copy of the mitigated negative declaration may be reviewed on the Department of Conservation and Development webpage at the following address:

<https://www.contracosta.ca.gov/4841/CEQA-Notifications>

Public Comment Period - The period for accepting comments on the adequacy of the environmental documents extends to **Tuesday, June 28, 2022, at 5:00 P.M.** Following the close of the public comment period, the County will consider adopting the Mitigated Negative Declaration prior to consideration of the General Plan Amendment and Land Use Permit. Any comments should be in writing and submitted by email to joseph.lawlor@dcd.cccounty.us or by post to the following address:

Name: Joseph W. Lawlor Jr, AICP; Project Planner; (925) 655-2872
Community Development Division
Contra Costa County, Department of Conservation and Development
30 Muir Road, Martinez, CA 94553

Joseph W. Lawlor Jr, AICP
Project Planner

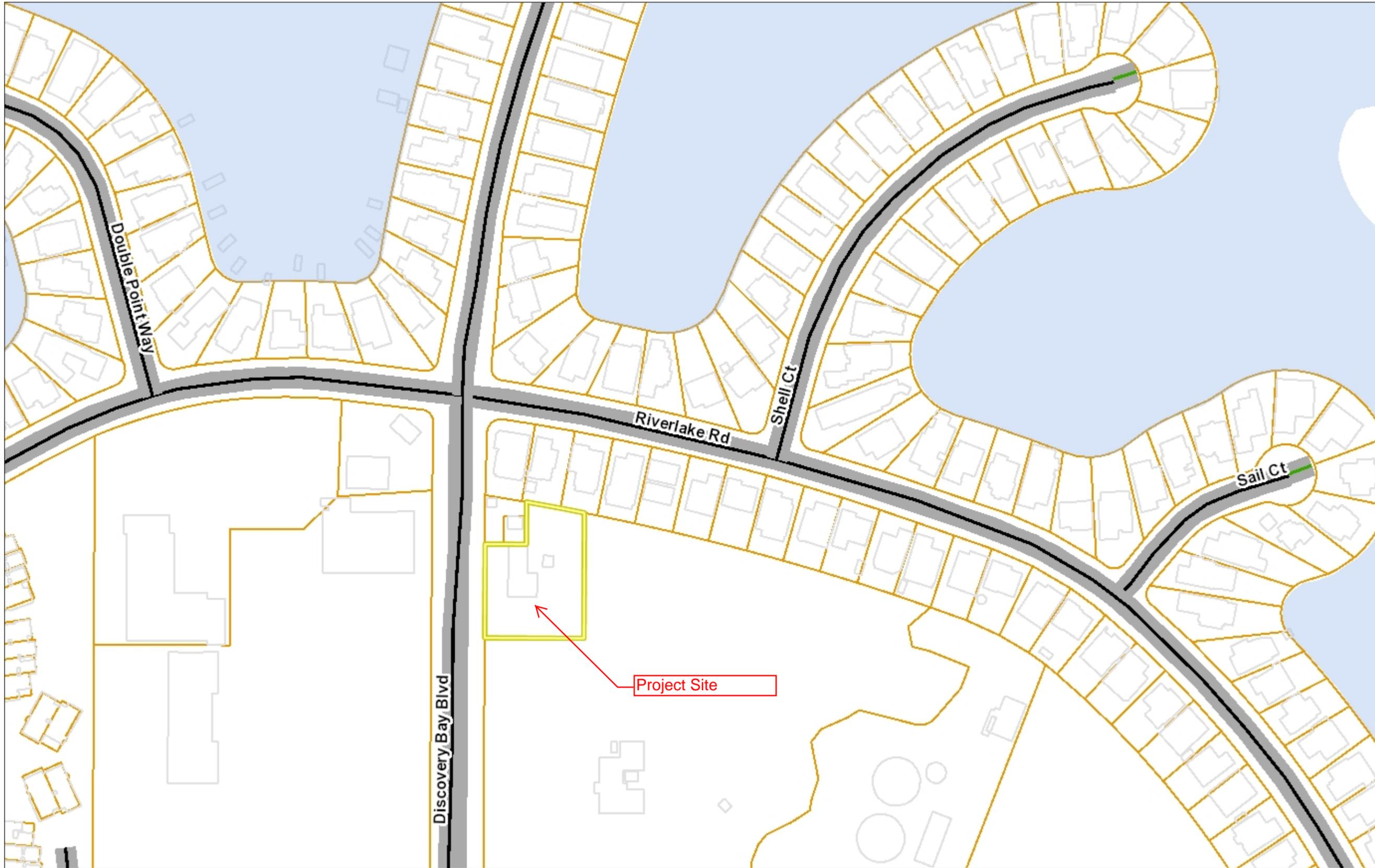
cc: County Clerk’s Office (2 copies)
Adjacent Occupants and Owners
Notification List
Attached: Vicinity Map

Vicinity Map



Legend

- Highways
- Highways Bay Area
- Streets
- Maintained Roads
- Water Bodies
- County Boundary
- Bay Area Counties
- Building Outlines
- Assessor Parcels



1:2,257



0.1 0 0.04 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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

**CALIFORNIA ENVIRONMENTAL QUALITY ACT
ENVIRONMENTAL CHECKLIST FORM**

1. **Project Title:** Discovery Bay Boat Repair Shop
County File #CDLP22-02002 and #CDGP21-00001
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:** Joseph W. Lawlor Jr, AICP; (925) 655-2872
4. **Project Location:** 1535 Discovery Bay Blvd
Discovery Bay, CA 94505
Assessor's Parcel Number: 008-200-010
5. **Project Sponsor's Name and Address:** Kenneth Luke, Classic Boat Works
6715 Brentwood Blvd #A
Brentwood, CA 94513
6. **General Plan Designation:** The subject property is located within the Public and Semi-Public (PS) General Plan Land Use designation. The project includes a General Plan Amendment request to change the designation to Commercial (CO).
7. **Zoning:** The subject property is located within the P-1 Planned Unit District (P-1).
8. **Description of Project:** The project includes a General Plan Amendment (GPA) to change the land use designation from PS to CO for the purpose of opening a boat service and repair business.

Approval of a Land Use Permit and Development Plan combination permit to modify County file #CDDP74-03074 would be required to allow the conversion of the existing firehouse building to a boat service and repair facility. The facility operations are expected to include boat repair, boat servicing, the sale and storage of retail parts and accessories, and associated activities. To accommodate the operations, the building would require interior improvements and a new 8-foot fence for screening. An accessory building at the rear of the project site would be demolished.

9. **Surrounding Land Uses and Setting:** The 27,748 square-foot (0.64-acre) project site is located at 1535 Discovery Bay Boulevard in Discovery Bay. The subject property previously hosted Fire Station #58, which was owned and operated by the East Contra Costa Fire Protection District. The current owner/applicant purchased the property at auction following the station's closure. The property is occupied by the decommissioned fire station building and paved parking areas. The building's current configuration includes large fire engine bays, which would allow for easy ingress/egress of boats and provide ample working space. While changing the land use designation to CO would allow up to 27,748 square feet of potential development, no expansion of the development on the lot is proposed and the applicant has indicated that the property would

not be altered except for installation of a side yard fence. The parking areas would be used for storing boats awaiting service.

To the north are a small office building and single-family homes, designated CO and Single-Family Residential Medium-Density, respectively. Across Discovery Bay Boulevard to the west is Discovery Bay Shopping Centre, also designated CO. To the south and east are the Town of Discovery Bay Community Center and Community Services District offices. This area is also designated PS. The greater Discover Bay area includes water-oriented residential development supported by limited commercial and retail development.

10. Other public agencies whose approval is required (e.g., permits, financing, approval, or participation agreement:

Contra Costa County Public Works Department, Contra Costa County Department of Health Services, East Contra Costa Fire Protection District.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Notice of the proposed project was sent to Native American tribes, as applicable for consultation with Native American tribes under Public Resources Code Section 21080.3.1 and Government Code Section 65352.3. A Tribal Consultation List from the Native American Heritage Commission, dated October 28, 2015, was used to identify tribes traditionally and culturally affiliated with the project area. No requests for consultation were received.

Environmental Factors Potentially Affected

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input 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.

Joseph W. Lawlor Jr, AICP
Project Planner
Contra Costa County
Department of Conservation & Development

06/08/2022

Date

ENVIRONMENTAL CHECKLIST

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

SUMMARY:

- a) *Would the project have a substantial adverse effect on a scenic vista? (No Impact)*

The proposed project is located in a fully developed area, and the only physical development proposed outside the existing building is an 8-foot fence. Thus, the project is not expected to adversely impact scenic resources in the county.

- b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a state scenic highway? (No Impact)*

The Scenic Routes Map (Figure 5-4) of the County General Plan’s Transportation and Circulation Element identifies scenic routes in the County, including both State Scenic Highways and County designated Scenic Routes. The project site is not located in the vicinity of a scenic highway. Thus, the project would have no impact on scenic resources within a state scenic highway.

- 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? (No Impact)*

The project is located in an urbanized area as designated by the U.S. Census Bureau Urban Area Reference Maps.

- 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 Impact)*

Daytime views of the expected new single-family residence would be similar to views of other development in the area.

The change in ambient nighttime light levels on the project site, and the extent to which project lighting would spill off the project site and affect adjacent light-sensitive areas, would determine whether the project could adversely affect nighttime views in the area. The project does not propose exterior modifications other than the construction of an 8-foot fence. No lighting is proposed and all boats would be screened from view behind the fence. Façade lights on the proposed buildings would not be modified. Consequently, no light is expected to spill off the project site and affect adjacent light-sensitive areas.

Sources of Information

- Classic Boat Works. Project: 1535 Discovery Bay Boulevard. March 2022. (Project Plans)
- Contra Costa County General Plan, 2005-2020. *Open Space Element*.
- Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element*.
- U.S. Department of Commerce, Economics & Statistics Administration, U.S. Census Bureau. 2012. *2010 Census - Urbanized Area Reference Map: Antioch, CA*.

2. AGRICULTURAL AND FOREST RESOURCES – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?	<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 Important Farmland Finder map, the subject property includes land classified as "Urban and Built-Up Land." "Urban And Built-Up Land" is occupied by structures with a building density of at least one unit to one and one-half acres, or approximately 6 structures to a 10-acre parcel and is not considered farmland. Thus, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance to a non-agricultural use; therefore, no impact is expected.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract? (No Impact)*

The project site is within a P-1 Planned Unit district and has a Public Semi-Public General Plan Land Use designation. No agricultural uses are in the immediate vicinity of the project. Furthermore, the property is not zoned for agricultural use, the property is not included in a Williamson Act contract, and there is no reason to believe the project would conflict with any existing agricultural uses. Therefore, no impact is expected from a conflict with existing agricultural uses.

- 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), timberland as defined by California Public Resources Code Section 4526, or zoned Timberland Production as defined by Government Code section 51104(g). Furthermore, the project site is within the P-1 zoning district and the proposed use is an allowed use within the zoning district. Thus, the project would not conflict with existing zoning for, or cause rezoning of forest land or timberland.

California Public Resources Code Section 12220, under the Forest Legacy Program Act, defines "forest land" as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

Public Resources Code 4526, under the Forest Practice Act, defines "timberland" as land, other than land owned by the federal government and land designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees. Commercial species are determined by the board on a district basis after consultation with the district committees and others.

California Government Code 51104, under the Timberland Productivity Act, defines "timberland" as privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. "Timberland production zone" or "TPZ" means an area which has been zoned pursuant to Section 51112 or 51113 of the Government Code and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in Public Resources Code 4526 or 12220. With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." As stated in the Contra Costa County General Plan, no land is used for timber harvesting in the County.

- 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 in “c” 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 proposed project does not include substantial development of the site and the site is already non-agricultural. Thus, no impact is expected.

Sources of Information

- Contra Costa County Code, Title 8, Zoning Ordinance.
- Contra Costa County General Plan 2005-2020. *Land Use Element*.
- California Department of Conservation. Accessed May 30, 2022. *Important Farmlands Viewer*. <https://maps.conservation.ca.gov/DLRP/CIFF/>
- Contra Costa County Department of Conservation and Development. Accessed May 30, 2022. *2016 Agricultural Preserves Map*. <http://www.co.contra-costa.ca.us/DocumentCenter/View/882/Map-of-Properties-Under-Contract?bidId=>

3. AIR QUALITY – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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 checked="" type="checkbox"/>	<input 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 Bay Area 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 proper 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 Air District developed screening criteria to provide lead agencies and project applicants with a conservative indication of whether the proposed project could result in potentially significant air quality impacts. If all of the screening criteria are met by a proposed project, then the lead agency or applicant would not need to perform a detailed air quality assessment of their project’s air pollutant emissions.

The proposed project could result in modifications to the existing building on the site for the operation of a boat service and repair shop. Therefore, a detailed air quality analysis is not necessary, and the project would not be in conflict with the Clean Air Plan or obstruct its implementation.

- 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)*

The region is in nonattainment for the federal and state ozone standards, the state PM10 standards, and the federal and state PM2.5 standards. As discussed above, the proposed project would not result in significant emissions of criteria air pollutants during the construction period or during project operation. Although the proposed project would contribute small increments to the level of criteria air pollutants in the atmosphere, the project would have a less than significant adverse environmental impact on the level of any criteria pollutant, because it is below the screening threshold.

- c) *Would the project expose sensitive receptors to substantial pollutant concentrations? (Less Than Significant Impact)*

Modification to the existing building and future operation of the boat repair and service facility could cause localized emissions that could expose sensitive receptors (e.g., nearby residences, schools) to unhealthy long-term air pollutant levels. Consequently, the applicant would be required to implement the following mitigation measures to reduce construction dust and exhaust impacts.

***Air Quality 1:** The following Bay Area Air Quality Management District, Basic Construction Mitigation Measures shall be implemented during project construction and shall be included on all construction plans.*

- 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.*
- 2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.*
- 3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
- 4. All vehicle speeds on unpaved roads shall be limited to 15 mph.*
- 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.*
- 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.*
- 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.*
- 8. 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 Quality 2:** Prior to operation of the facility, the applicant shall submit for review and approval of the Department of Conservation and Development, Community Development Division (CDD) an Odor Management and Control Plan (OMCP). The project proponent shall implement the odor control plan and prevents odors from impacting neighboring parcels or creating a public nuisance. The permittee shall document and report all complaints to the CDD and take corrective actions to remedy odor impacts.*

Implementation of these mitigation measures would reduce the impact on the sensitive receptors to a less than significant level.

- 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 with Mitigations)*

The proposed project could potentially produce sources of odor from the use of odorous chemicals in the repair of boats. However, implementation of mitigation measure *Air Quality 2* would ensure that any potential odors would be contained on site.

During construction and grading, diesel powered vehicles and equipment used on the site could create localized odors. These odors would be temporary; however, there could be a potentially significant adverse environmental impact during project construction due to the creation of objectionable odors. Consequently, the applicant is required to implement Mitigation Measure *Air Quality 1* above.

Implementation of these mitigations would reduce the impact from the creation of objectionable odors to a less than significant level

Sources of Information

- Bay Area Air Quality Management District. 2017. *Bay Area 2017 Clean Air Plan*.
- Bay Area Air Quality Management District. 2017. *Air Quality Guidelines*.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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? (No Impact)*

According to the California Department of Fish and Wildlife (CDFW) Public Access Lands map, the project site is not located in or adjacent to an area identified as a wildlife or ecological reserve by the CDFW. According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to a significant ecological area. Furthermore, the site is already fully disturbed from previous development throughout the tenure of the property. Thus, the project is not expected to have an 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. Thus, pursuant to CEQA, no impact is expected from implementation of the proposed project.

- 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? (No Impact)*

According to the California Department of Fish and Wildlife (CDFW) Public Access Lands map, the project site is not located in or adjacent to an area identified as a wildlife or ecological reserve by the CDFW. According to the Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas map (Figure 8-1) of the County General Plan, the project site is not located in or adjacent to, a significant ecological area. Thus, the project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- 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? (No Impact)*

Section 404 of the Clean Water Act uses the Army Corps of Engineers definition of wetlands, which are defined as, “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a

prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.” There are no isolated wetlands on the project site. Therefore, no substantial adverse effects on federally protected wetlands are expected.

- 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)*

Based on the altered nature of the subject site and surroundings, the possibility that the project would interfere with any resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites, is unlikely. Furthermore, the project is surrounded by commercial and residential development that is not conducive to wildlife movement or harboring. Therefore, the project would have a less than significant impact on the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or nursery sites.

The Migratory Bird Treaty Act of 1918 (16 U.S.C. §§ 703-712, July 3, 1918, as amended 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989) makes it unlawful to “take” (kill, harm, harass, shoot, etc.) any migratory bird listed in Title 50 of the Code of Federal Regulations, Section 10.13, including their nests, eggs, or young. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, wading birds, seabirds, and passerine birds (such as warblers, flycatchers, swallows, etc.). Further, California Fish and Game Code sections §3503, 3503.5, 3511, and 3513 prohibit the “take, possession, or destruction of birds, their nests or eggs.” Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered “take.” Given the disturbed nature of the project site, and lack of vegetation in the proposed work areas, it is reasonable to expect that no birds will be impacted by the project.

In 1984, the State legislated the California Endangered Species Act (CESA) (Fish and Game Code §2050). The basic policy of CESA is to conserve and enhance endangered species and their habitats. State agencies will not approve private or public projects under their jurisdiction that would impact threatened or endangered species if reasonable and prudent alternatives are available. According to County records, no state listed species are known to occur in the immediate vicinity of the project site. Thus, it is not expected that any listed species will be affected by the proposed project.

Given the above, the project can be expected to have a less than significant impact in regards to interference 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.

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

The Conservation Element of the County’s General Plan addresses the County’s policies regarding the identification, preservation and management of natural resources in the

unincorporated County. Within the Conservation Element, the “Significant Ecological Areas and Selected Locations of Protected Wildlife and Plant Species Areas” (Figure 8-1) identifies significant resources throughout the County. The map shows no resources in the vicinity of the project site. The entirety of the property where work is to take place is disturbed and would not be considered native habitat, and the property is not located in or adjacent to any identified significant ecological resource. Thus, the project is not expected to conflict with any local policies or ordinances protecting biological resources.

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. On any developable undeveloped property, the Ordinance requires tree alteration or removal to be considered as part of the project application. Based on the submitted plans and on Staff’s site visit on February 1, 2022, no protected trees exist within any area where work would occur on the subject property. Thus, the project complies with the County’s Tree Protection and Preservation 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? (No Impact)*

There is one adopted habitat conservation plan in Contra Costa County: the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP). The plan was approved in May 2007 by the East Contra Costa County Habitat Conservancy, comprised of the cities of Brentwood, Clayton, Oakley, and Pittsburg, and Contra Costa County. The HCP/NCCP establishes a coordinated process for permitting and mitigating the incidental take of endangered species in East Contra Costa County. The plan lists Covered activities that fall into three distinct categories: (1) all activities and projects associated with urban growth within the urban development area (UDA); (2) activities and projects that occur inside the HCP/NCCP preserves; and (3) specific projects and activities outside the UDA. As the project does not fall into any of these categories, the project is not covered by, or in conflict with the adopted HCP.

Sources of Information

- Classic Boat Works. Project: 1535 Discovery Bay Boulevard. March 2022. (Project Plans)
- Department of Conservation and Development, Site Visit Conducted by County Staff, February 1, 2022.
- East Contra Costa County Habitat Conservancy. Accessed May 30, 2022.
<http://www.co.contra-costa.ca.us/depart/cd/water/HCP/>.

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

Historical resources are defined in the California Environmental Quality Act Guidelines Section 15064.5 as resources that fit any of the following definitions:

- Is listed in the California Register of Historic Places and has been determined to be eligible for listing by the State Historic Resources Commission;
- Is included in a local register of historic resources, and identified as significant in a historical resource survey that has been or will be included in the State Historic Resources Inventory; or
- Has been determined to be historically or culturally significant by a lead agency.

The existing structure on the project site is contemporary and does not have historical significance; thus, the project would not impact any known historical or culturally significant resources.

No soil disturbance is proposed as part of the project, thus, no impact to any previously undiscovered resources would be expected from the project.

- 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? (No Impact)*

As stated previously, the project site does not appear to host any historical resources. Furthermore, no subsurface construction activities are proposed that could potentially damage or destroy previously undiscovered historic and prehistoric resources. Thus, no impact is expected.

- c) *Would the project disturb any human remains, including those interred outside of formal cemeteries? (No Impact)*

No subsurface construction activities are proposed that could potentially damage or destroy previously undiscovered human remains. Thus, no impact is expected.

Sources of Information

- Contra Costa County General Plan 2005-2020. *Open Space Element*.

6. ENERGY – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)*

Environmental effects related to energy include the project’s energy requirements and its energy use efficiencies by amount and fuel type during construction and operation; the effects of the project on local and regional energy supplies; the effects of the project on peak and base period demands for electricity and other forms of energy; the degree to which the project complies with existing energy standards; the effects of the project on energy resources; and the project’s projected transportation energy use requirements and its overall use of efficient transportation alternatives, if applicable. The following factors demonstrate a project’s significance in relation to these effects: (1) Why certain measures were incorporated in the project and why other measures were dismissed; (2) The potential of siting, orientation, and design to minimize energy consumption, including transportation energy, increase water conservation and reduce solid-waste; (3) The potential for reducing peak energy demand; (4) Alternate fuels (particularly renewable ones) or energy systems; and (5) Energy conservation which could result from recycling efforts.

New energy consumption includes energy required for operation of the boat repair and service facility and transportation system (private and commercial vehicles), as well as energy used for construction and maintenance of the proposed project. Issues related to energy use include the levels of consumption of non-renewable and renewable energy sources for the construction and operation of the proposed project.

The proposed project's energy demand would be typical for a development of this scope and nature and would comply with current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the Building Inspection division. That the Legislature added the energy analysis requirement in CEQA at the same time that it created an Energy Commission authorized to impose building energy standards indicates that compliance with the building code is a necessary but not exclusive means of satisfying CEQA's independent requirement to analyze energy impacts broadly. Thus, this report also considers energy consumption related to transportation and efficiency measures not included in the building design.

Other measures that are included in the project that demonstrate the projects efficiency include the location of the facility within the expected community to be served, which would reduce the expected travel distances to for customers of the services.

Given the above considerations, the project would have a less than significant impact due to energy consumption.

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

The Contra Costa County Climate Action Plan includes several Green House Gas (GHG) emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal. Green building codes and debris recovery programs are among the strategies currently implemented by the County.

The project would not conflict with the policies outlined in the CAP. Furthermore, as the polices in the CAP are recommendations and not requirements, the project would not conflict with the CAP. Thus, the project would not be considered to have a significant impact. Furthermore, as previously stated, the proposed project's energy demand would be typical for a development of this scope and nature and would comply with current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations, enforced by the Building Inspection division.

Sources of Information

- Contra Costa County, 2015. *Municipal Climate Action Plan*.

7. GEOLOGY AND SOILS – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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? (**Less Than Significant Impact**)*

The California Geological Survey (CGS) has delineated Alquist-Priolo (A-P) zones along the known active faults in California. The nearest fault considered active by CGS is the Greenville fault, which is mapped approximately 12 miles west of the project site. However, because the site is not within the Greenville A-P zone, the risk of fault rupture is generally regarded as low. As a result, the potential impact from surface fault rupture would be less than significant.

ii) *Strong seismic ground shaking? (Less Than Significant Impact)*

Figure 10-4 (Estimated Seismic Ground Response) of the County General Plan Safety Element identifies the site in an area rated “Lowest” damage susceptibility. The risk of structural damage from ground shaking is regulated by the building code and the County Grading Ordinance. The building code requires use of seismic parameters which allow structural engineers to design structures based on soil profile types and proximity of faults deemed capable of generating strong violent earthquake shaking. Quality construction, conservative design and compliance with building and grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from seismic ground shaking would be considered to be less than significant.

iii) *Seismic-related ground failure, including liquefaction? (Less Than Significant Impact)*

The California Seismic Hazards Mapping Act requires that city, county, and state agencies use the Seismic Hazard Zone maps in their land-use planning and permitting processes. They must withhold building permits for sites being developed within Earthquake Zones of Required Investigation (EZRI) until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans. Projects include any subdivision of land which is subject to the Subdivision Map Act, and which contemplates the eventual construction of structures for human occupancy.

The California Geological Survey (CGS) provides EZRI maps, which include Seismic Hazard Zones. The Brentwood 7.5-Minute Quadrangle map covers the project site. According to the map, the project site is located in an area where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements. However, the project site is developed and the proposed business would occupy the existing building. All modifications to the building would be evaluated by the Building Inspection Division for compliance with the current building code and any seismic-related measures would be implemented. Given that the project site is developed, the project would not expose individuals to seismic risk. Thus, the impact from seismic-related ground failure, would be considered to be less than significant.

iv) *Landslides? (Less Than Significant Impact)*

In 1975 the United States Geological Survey (USGS) issued photo-interpretation maps of landslide and other surficial deposits of Contra Costa County. This mapping is presented on page 10-24 of the Safety Element of the County General Plan. According to this USGS map, there are no suspected landslides in proximity of the proposed project. It should be recognized that the USGS landslides are mapped solely on the basis of geologic interpretation of stereo pairs of aerial photographs analyzed by an experienced USGS geologist. The mapping was done without the benefit of a site visit or any subsurface data. Furthermore, landslides mapped by the USGS are not classified on the basis of the (a) activity status (i.e. active or dormant), (b) depth of slide plane (shallow or deep seated), or (c) type of landslide deposit, and they do not show landslides that have formed since 1975.

Consequently the USGS map is not a substitute for a detailed site-specific investigation. Nevertheless, the map fulfills its function, which is to flag sites that may be at risk of landslide damage, where detailed geologic and geotechnical investigations are required to evaluate risks and develop measures to reduce risks to a practical minimum. Thus, a less than significant impact can be expected regarding landslide hazards.

- b) *Would the project result in substantial soil erosion or the loss of topsoil? (No Impact)*

The project site is fully developed, and the proposed project does not include ground disturbance activities or other activities that may cause impacts to soil erosion or loss of topsoil. Thus, no impact is expected.

- 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)*

Building and grading regulations can be expected to keep risks within generally acceptable limits. Thus, the environmental impact from an unstable geologic unit or soil would be considered to be less than significant.

- d) *Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? (No Impact)*

The project site is fully developed and any future modifications to the building would be required to conform to the California Building Code. Thus, the project would not result in creating substantial direct or indirect risks to life or property from expansive soil.

- 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? (No Impact)*

The site is currently serviced by existing sanitary infrastructure in the area. Therefore, there is no potential for impacts regarding soil's inability to support a waste disposal system.

- f) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Less Than Significant Impact with Mitigation)*

No soil disturbance is proposed as part of the project, thus, no impact to any previously undiscovered resources would be expected from the project.

Sources of Information

- California Geological Survey, 1992. *Earthquake Zones of Required Investigation*.
- Contra Costa County General Plan, 2005-2020. *Safety Element*.

<https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey>

8. GREENHOUSE GAS EMISSIONS – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)*

Greenhouse gases are gases that trap heat in the atmosphere and contribute to global climate change. Greenhouse gases include gases such as carbon dioxide, methane, nitrous oxide, and various fluorocarbons commonly found in aerosol sprays. Typically, a single residential or commercial construction project in the County would not generate enough greenhouse gas (GHG) emissions to substantially change the global average temperature; however, the accumulation of GHG emissions from all projects both within the County and outside the County has contributed and will contribute to global climate change.

Senate Bill 97 directed the Governor’s Office of Planning and Research (OPR) to develop CEQA Guidelines for evaluation of GHG emissions impacts and recommend mitigation strategies. In response, OPR released the Technical Advisory: CEQA and Climate Change, and proposed revisions to the State CEQA guidelines (April 14, 2009) for consideration of GHG emissions. The California Natural Resources Agency adopted the proposed State CEQA Guidelines revisions on December 30, 2009 and the revisions were effective beginning March 18, 2010.

The bright-line numeric threshold of 1,100 MT CO₂/yr is a numeric emissions level below which a project’s contribution to global climate change would be less than “cumulatively considerable.” This emissions rate is equivalent to a project size of approximately 60 single-family dwelling units. Future operation of the new business would generate some GHG emissions; however, the amount generated would not result in a significant adverse environmental impact. As the project does not exceed the screening criteria, the project would not result in the generation of GHG emissions that exceed the threshold of significance.

- 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)*

At a regional scale, the BAAQMD adopted the Bay Area 2017 Clean Air Plan that addresses GHG emissions as well as various criteria air pollutants. The BAAQMD Plan included a number of pollutant reduction strategies for the San Francisco Bay air basin, many of which would be

included in the project through Title 24 energy efficiency requirement for the expected building tenant improvements.

Within Contra Costa County, the Contra Costa County Board of Supervisors convened a Climate Change Working Group (CCWG) in May 2005, to identify existing County activities and policies that could reduce GHG emissions. In November 2005, the CCWG presented its Climate Protection Report to the Board of Supervisors, which included a list of existing and potential GHG reduction measures. This led to the quantification of relevant County information on GHGs in the December 2008 Municipal Climate Action Plan.

In April 2012, the Board directed the Department of Conservation and Development to prepare a Climate Action Plan (CAP) to address the reduction of GHG emissions in the unincorporated areas of the County. In December 2015, the Climate Action Plan was adopted by the Board of Supervisors. The Climate Action Plan includes a number of GHG emission reduction strategies. The strategies include measures such as implementing standards for green buildings and energy-efficient buildings, reducing parking requirements, and reducing waste disposal. Green building codes and debris recovery programs are among the strategies currently implemented by the County.

The project does not conflict with the policies outlined in the CAP. The project will incorporate Contra Costa County Climate Action Plan (CCC) emission reduction measures (as referenced in Appendix E “Developer Checklist” of the CCC). Implementation of these emission reduction measures is considered a Qualified GHG Reduction Strategy under the CCC and therefore meets the BAAQMD’s GHG threshold. Furthermore, as other measures identified in the CAP are recommendations and not requirements, the project would not conflict with the CAP and thus would not be considered to have a significant impact.

Sources of Information

- Bay Area Air Quality Management District, 2017. *Bay Area 2017 Clean Air Plan*.
- Bay Area Air Quality Management District, 2017. *Air Quality Guidelines*.
- Contra Costa County Code, *Title 8. Zoning Ordinance*.
- Contra Costa County, 2008. *Municipal Climate Action Plan*. Contra Costa County, 2015. *Climate Action Plan*.

9. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving 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 includes remodeling of the existing fire station building and installation of a new fence on a developed property. During the construction period, there would be use of hazardous materials, including fuels, lubricants, paints, and similar construction materials. The use and handling of hazardous materials during construction would occur in accordance with 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 hazardous materials impact during construction.

Boat service and repair operations typically involve the use or production of materials classified as “hazardous” in the California Health and Safety Code, including gasoline, ketone, and lead. Contra Costa County Ordinance Code Chapter 450-2 provides regulations administered by the Contra Costa County Department of Health Services, regarding hazardous material response

plans, inventories, and risk management. Contra Costa County Ordinance Code Section 450-2.008(b) requires the establishment of a Hazardous Materials Business Plan (HMBP), if necessary, that specifies the use, quantities, storage, transportation, disposal and upset conditions for hazardous materials in accordance with state and county regulations. Thus, an HMBP may be required to ensure no significant public exposure from the potential use of hazardous materials at the project site, because the facility will include chemical storage. A Condition of Approval will be added if the project is approved, requiring evidence that it has complied with County Code Chapter 450-2 prior to commencement of business activities. Compliance with County regulations would ensure this impact would be less than significant.

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

The proposed commercial use of the site may involve handling, use, or storage of substances that are acutely hazardous. Consequently, an HMBP would be required to ensure no significant public exposure from the release of hazardous materials at the project site. As described above, a Condition of Approval will be added if the project is approved, requiring evidence that it has complied with Contra Costa County Ordinance Code Chapter 450-2 prior to commencement of business activities. Compliance with County regulations would ensure this impact would be less than significant.

- 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 with Mitigation)*

Two schools are located within one-quarter mile of the proposed project site, All God's Children Christian School and the Discovery Bay Elementary School, located approximately 500 and 700 feet east of the project site, respectively. As detailed in 3.c., Mitigation Measure *Air Quality 2* would require the implementation of a Odor Management and Control Plan (OMCP). The plan would ensure that the project site would not emit hazardous emissions off site. In combination with implementation of the HMBP, hazardous materials and emissions would be expected to be contained and managed on site.

- 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? (Less Than Significant Impact)*

The property currently hosts a fire station building. A review of regulatory databases maintained by County, State, and federal agencies found no documentation of hazardous materials violations or discharge on the subject property. The site is not listed on the State of California Hazardous Waste and Substance Sites (Cortese) List. California Government Code section 65962.5 requires the California Environmental Protection Agency to develop at least annually an updated Cortese List. The Cortese List is a planning document with hazardous material contaminated site information, used by the State, local agencies and developers to comply with the California

Environmental Quality Act. Thus, the project is not expected to result in a significant hazard to the public or the environment.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or 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 site is not within an airport influence area, not within an airport safety zone, and outside of the 55-60 dB CNEL airport noise contour. Thus, there would be no hazard related to a public airport or public use airport.

- 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 proposed project would not impair implementation of or physically interfere with the County's adopted emergency response plan related to Discovery Bay Boulevard or the project site. Thus, project impacts on emergency response would be a less than significant.

The project site is adjacent to Discovery Bay Boulevard. In this location, Discovery Bay Boulevard is a straight three-lane (north, south, center turn lane), north-south arterial, that transitions to four lanes (north, south, north left turn, north right turn) with full frontage improvements on both sides of the road and clear visibility along the roadway. Existing frontage improvements would remain. N

With respect to proposed onsite improvements, the East Contra Costa County Fire Protection District has reviewed the project plans and provided routine comments for the site. Furthermore, the Fire Protection District would review the construction drawings for the project at the time of submittal of a building permit application.

- 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 project site is in a developed area within the urbanized community of Contra Costa County, which is designated as an "urban unzoned" area by the California Department of Forestry and Fire Protection, and therefore, would not have a significant risk of wildland fire. Additionally, the Department of Forestry and Fire Protection's Very High Fire Hazard Severity Zone Map characterizes this area as a Non-Very High Fire Hazard Severity Zone area. Therefore, there would not be a significant risk of loss, injury or death involving exposure of people or structures to wildland fires.

Sources of Information

- California Department of Forestry and Fire Protection (CalFire). *Fire Hazard Severity Zones Viewer*. <https://egis.fire.ca.gov/FHSZ/>
- Contra Costa County, 2000. *Contra Costa County Airport Land Use Compatibility Plan*.

- Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element*.

10. HYDROLOGY AND WATER QUALITY – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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 project would comply with applicable water quality and discharge requirements. Contra Costa County, the Contra Costa County Flood Control and Water Conservation District, and 16 incorporated cities in the county have formed the Contra Costa Clean Water Program. In October 2009, the Regional Water Quality Control Board for the San Francisco Bay Region (RWQCB) adopted the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit for the Program, which regulates discharges from municipal storm drains. Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The County has the authority to

enforce compliance with its Municipal Regional Permit through the County's adopted C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. The proposed project would not modify the square feet of impervious surface area at the project site. Thus, the proposed project would not be required to include stormwater management facilities.

- 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 site is in the water service area from the Discovery Bay Community Services District. The facility currently has water service to the building and demand for water is not expected to increase as part of the project. Since no demand increases are expected, no impacts to groundwater wells would be expected.

- c) *Would the project substantially alter the existing drainage pattern of the 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? (Less Than Significant Impact)*

The project does not include modifications that would result in soil disturbance that could result in substantial erosion or siltation.

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Less Than Significant Impact)*

As described previously, the proposed project would not alter the existing drainage pattern of the site or area. Thus, there would not be a significant risk due to an increase in the project-related volume of runoff that would result in onsite or off-site flooding.

- 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? (Less Than Significant Impact)*

The County Public Works Department has reviewed the applicant's preliminary project plans. Since not changes are proposed for the permeable surfaces on the site, the proposed project would not exceed the capacity of the stormwater system.

- iv) *Impede or redirect flood flows? (Less Than Significant Impact)*

The project site is fully developed. Modifications to the existing improvements on the site are not expected to create any barrier that would impede or redirect flood flows, should flooding occur.

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

According to Flood Insurance Rate Map (FIRM) 06013C0388G, the project is located in area that is outside of the Special Flood Hazard Area due to levee protection. The proposed project would not be susceptible to inundation by seiche or tsunami. The California Geological Survey (2009) has projected and mapped the tsunami hazard posed by a tidal wave that passes through the Golden Gate and into San Francisco Bay, San Pablo Bay and Carquinez Strait. The project site is not included in the inundation area on any tsunami hazard map.

- 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 stated above, the proposed project would comply with applicable water quality and discharge requirements. Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. Thus, the project would not conflict with or obstruct implementation of a water quality control plan.

The Sustainable Groundwater Management Act (SGMA), effective January 1, 2015, established a framework of priorities and requirements to facilitate sustainable groundwater management throughout the State. The intent of SGMA is for groundwater to be managed by local public agencies and newly-formed Groundwater Sustainability Agencies (GSAs) to ensure a groundwater basin is operated within its sustainable yield through the development and implementation of a Groundwater Sustainability Plans (GSP). The project is located near the San Joaquin Valley and Clayton Basins, which are designated as Medium and Very Low Priority groundwater basins based on the Groundwater Basin Prioritization by the State Department of Water Resources (DWR).

Sources of Information

- California Department of Water Resources. <https://water.ca.gov/Programs/Groundwater-Management>
- Federal Emergency Management Agency (FEMA). *National Flood Insurance Rate Map (FIRM)*. <https://www.fema.gov/national-flood-insurance-program-flood-hazard-mapping>.

11. LAND USE AND PLANNING – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)*

Development of the proposed project would not physically divide an established community. The proposed project will occur on a developed parcel within the community of Discovery Bay. The project would occupy a developed building and provide needed services to the surrounding community.

- 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 with Mitigation)*

General Plan

The proposed project includes a General Plan Amendment (GPA) that would redesignate the project site from Public Semi-Public to Commercial (CO). The CO designation allows for a broad range of commercial uses typically found in smaller scale neighborhood, community and thoroughfare commercial districts, including retail and personal service facilities, limited office and financial uses. The proposed CO land use designation would generally be consistent and compatible with the other non-residential designations in the area. Negative impacts associated with reuse of the building itself is not expected; however, similar to auto repair, boat repair is a use that can negatively impact nearby sensitive uses (e.g., homes), primarily because of potential noise and fumes. With implementation of Mitigation Measures *Air Quality 2* and *Noise 1*, the potential noise and fumes would be contained to the project site. The proposed outdoor boat storage could result in aesthetic impacts if the boats are improperly screened. As boat repair is an essential service for a water-oriented recreational community, and potential impacts are mitigatable, the project would be consistent with the amended general plan designation which would be consistent with the surrounding area.

Zoning

The project is located in the Discovery Bay P-1 land use district, which is made up of multiple Final Development Plans that effectuated the Preliminary Development Plan that was approved for the area under County File #ZC1786. The preliminary development plan specified that the development was a water oriented residential development designed to combine boating recreation and suburban residential living, by homesites and other residential uses next to water access as well as road access. The project site was included in the Final Development Plan approved under County File #DP74-3014, which outlined the larger portion of the residential development in Discovery Bay, including the subject fire station site. The fire station has since been replaced and the property was sold as surplus by the East Contra Costa Fire Protection District to the current property owner. The proposed commercial use would service the water oriented residential development and, thus, consistent with the Discovery Bay P-1 district.

Given the projects conformance with the County General Plan and Ordinance Code, and implementation of the proposed mitigation measures, a less than significant impact is expected due to conflict with local land use regulations.

Sources of Information

- Contra Costa County Code, Title 8, Zoning Ordinance.
- Contra Costa County General Plan 2005-2020. *Land Use Element*.

12. MINERAL RESOURCES – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)*

Known mineral resource areas in the County are shown on Figure 8-4 (Mineral Resource Areas) of the General Plan Conservation Element. No known mineral resources have been identified in the project vicinity, and therefore the proposed project would not result in the loss of availability of any known mineral resource.

- 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, and therefore, the project would not impact any mineral resource recovery site.

Sources of Information

- Contra Costa County General Plan, 2005-2020, *Conservation Element*.

13. NOISE – Would the project result in:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Impact**)*

Activities at the project site are not expected to expose persons to, or generate, noise levels in excess of the Community Noise Exposure Levels shown on Figure 11-6 of the General Plan Noise Element. Figure 11-6 shows that levels of 70 dB or less are normally acceptable and noise levels between 67 dB to 77 dB are conditionally acceptable in commercial areas. Types and levels of noise generated from the uses associated with the future boat repair and servicing facility could potentially expose surrounding uses to loud noises from the operation of power tools and engines on the site. However, with implementation of the following mitigation measures, the project would not be expected to have a significant impact on the surrounding properties.

***Noise 1:** Prior to issuance of a building permit, the permittee shall provide an acoustical analysis to confirm that the operations and design to be used on the site would not expose surrounding commercial properties to noise levels exceeding 70 dB and residential or school properties to levels exceeding 60 dB. If the analysis determines that additional noise insulation features or operational restrictions are required, the acoustical analysis shall identify the type of noise insulation features or operational restrictions that shall be implemented to reduce noise levels to levels identified in the Community Noise Exposure Levels shown in Figure 11-6 of the General Plan Noise Element, and the applicant shall incorporate these into the proposed project. The acoustical analysis shall review noises incidental to the proposed boat repair and servicing facility, including noises associated with power tools, engines, and other potential noise generating activities. The permittee shall*

document and report all complaints to the CDD and take appropriate corrective actions to remedy impacts.

Noise 2: The hours of operation at the facility shall be generally limited to between 8:00 AM to 5:00 PM, Monday through Friday. The facility may be open to the public outside of these hours by appointment. Noise generating activities shall not occur outside of these hours.

With implementation of the above mitigations, project noise impacts to the existing surrounding land uses would be less than significant.

b) *Would the project result in generation of excessive groundborne vibration or groundborne noise levels? (Less than Significant Impact)*

Project construction would not include any components (e.g. pile-driving) that would generate excessive groundborne vibration levels. Additionally, normal business activities are not expected to generate groundborne vibrations during project operations.

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)*

As discussed in Section 9.e, the project site is not within an airport influence area, not within an airport safety zone, and outside of the 55-60 dB CNEL airport noise contour. Thus, the project would not expose people residing or working in the project area to excessive noise levels from an airport use.

Sources of Information

- Contra Costa County General Plan, 2005-2020, Noise Element.
- Contra Costa County, 2000. Contra Costa County Airport Land Use Compatibility Plan.

14. POPULATION AND HOUSING – Would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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)? (Less than Significant Impact)*

The proposed project would result in the development of a boat service and repair facility. According to the applicant, the proposed project would have six full-time employees. Using a conservative assumption that no employee is currently a resident of the County and based on the Census 2016-2021 estimate of 2.86 persons per household for Contra Costa County, the population of the area could increase by 17 (less than 0.1% of the County population). Thus, the potential maximum increase in population would be less than significant.

- b) *Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (No Impact)*

The project site is currently developed with a fire station building, and the proposed project is expected to result in the conversion of the property to a commercial use. As no residential development would be converted or impacted by the project, the project would have no impact on housing displacement.

Sources of Information

- U.S. Census Bureau, American Community Survey (ACS) QuickFacts. Accessed May 20, 2022. <https://www.census.gov/quickfacts/contracostacountycalifornia>

15. PUBLIC SERVICES – 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:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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?(Less Than Significant Impact)*

Fire protection and emergency medical response services for the project vicinity are provided by the East Contra Costa Fire Protection District. District staff has concluded that the decommissioned fire station commonly known as Station 58, that was owned by the district was surplus land eligible for disposition under California's statutory procedures and District policy. The proposed GPA and conversion to a commercial use was expected following the sale of the property by the district. The project site is still in the service area of the fire district and the reuse of the property would not impact the provision of fire protection services in the area.

b) *Police Protection? (Less Than Significant Impact)*

Police protection services in the project vicinity are provided by the Contra Costa County Sheriff's Office, which provides patrol service to the Discovery Bay area. The conversion of the facility would not significantly affect the provision of police services to the area.

c) *Schools? (Less Than Significant Impact)*

Prior to issuance of a building permit for the residence, the applicant would be required to pay the state-mandated school impact fees for the commercial development, if any. Payment of the fees pursuant to State regulations for school services would reduce school impacts to less than significant levels.

d) *Parks? (Less Than Significant Impact)*

The commercial facility is not expected to impact the demand for parks. Furthermore, given the amount of available park space compared to the project's potential small addition to the County's population, no significant impact on the park facilities would be expected.

e) *Other public facilities? (Less Than Significant Impact)*

Impacts to other public facilities, such as hospitals and libraries are usually caused by substantial increases in population. Implementation of the proposed project is not anticipated to induce population growth. The project is not anticipated to create substantial additional service demands besides those which have been preliminarily reviewed by various agencies of Contra Costa County, or result in adverse physical impacts associated with the delivery of fire, police, schools, parks, or other public services. Therefore, the impact to hospitals, libraries or other public facilities is less than significant

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

The new residents of the expected new dwelling unit would incrementally increase use of parks and recreational facilities in the area. However, the modest increase in population is not expected to impact recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Thus, the impact of this increase in use of the parks and recreational facilities would be less than significant.

- 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? (Less Than Significant Impact)*

Given the proximity of nearby parks, the new residents would likely use these nearby facilities. As described above, use of these public recreational facilities by the residents of the new dwelling unit would incrementally increase use of the facilities, but would not be expected to result in the construction or expansion of recreational facilities.

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)*

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. The proposed facility would include up to six employees and occasional customers for drop off and pick up of boats. Based on the proposed use and operations, the project would not be expected to generate 100 or more AM or PM peak-hours trips. Since the project would yield less than 100 peak-hour AM or PM trips, the proposed project would not conflict with the circulation system in the Discovery Bay area.

The Complete Streets Policy, adopted by the Contra Costa County Board of Supervisors on July 12, 2016, requires Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of the policy. The policy applies to both publically owned roads/land and private developments (or redevelopment areas). Additionally, the County General Plan includes many policies promoting pedestrian and bicycle facilities.

With installation of the required bicycle parking on the site, the project would be consistent with the completes street policy. No modification to rights-of-way or private roads are proposed as part of the conversion project.

- b) *Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)? (Less Than Significant Impact)*

The proposed re-use project is expected to result in one new boat repair and service facility at a developed site in an urban area. As outlined in the Contra Costa County Transportation Analysis Guideline, projects resulting in fewer than 110 daily vehicle trips are expected to cause a less than significant transportation impact. Thus, the trips generated would result in a less than significant impact.

- 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)*

The project is located in a developed urban area on a project site that was designed for use by fire engines and other emergency vehicles. No modifications are proposed to the eagerness/ingress on the site. The existing design features for the access were developed to accommodate fire engines and would be able to accommodate boats and trailers without causing hazardous conditions. Thus, the project would result in a less than significant impact due to design features or incompatible uses.

d) *Would the project result in inadequate emergency access? (Less Than Significant Impact)*

The project is located in an urban area with available emergency services provided by the County Sheriff's Department and East Contra Costa Fire Protection District. Furthermore, prior to the County review of construction drawings for building permits, the Fire District would review the construction drawings and ensure that adequate emergency access to buildings on the project site could be provided. Thus, a less than significant impact is expected due to emergency access.

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>				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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: (Less Than Significant Impact With Mitigations)

- 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 Sections 5.a through 5.c above, no historical resources are likely to exist on the project site. Further, according to the County’s Archaeological Sensitivities map, Figure 9-2, of the County General Plan, the subject site is located in an area that is considered “Low Sensitivity,” and is generally not considered to be a location with significant archaeological resources. Given all of these factors, there is little potential for the project to impact cultural resources on the site.

Pertaining to the significance of tribal cultural resources, there are no onsite historical resources, pursuant to Public Resources Code section 5020.1(k) that are included in a local register of historic resources.

Furthermore, the project includes limited ground disturbance activities (fence posts) and, thus, is not expected to impact heretofore undocumented cultural resources.

- 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)*

As discussed in Sections 5.a through 5.c above, no historical resources are likely to exist on the project site. Further, according to the County’s Archaeological Sensitivities map, Figure 9-2, of the County General Plan, the subject site is located in an area that is considered “Low Sensitivity,” and is not considered to be a location with significant archaeological resources. Thus, there is little potential for the project to impact cultural resources on the site.

It is not likely that the project would cause a substantial adverse change in the significance of a tribal cultural resource that meets the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, for the reasons stated above.

Furthermore, the project includes limited ground disturbance activities (fence posts) and, thus, is not expected to impact heretofore undocumented cultural resources.

19. UTILITIES AND SERVICE SYSTEMS – Would the project:				
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 has been previously developed and is currently connected to wastewater, electric, gas, and telecommunication facilities. Agency comment letters received thus far have indicated that adequate facilities would be available to accommodate the project. Thus, no significant environmental effects are expected from the conversion of the facility that would be required to provide services to the project.

- 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 proposed project is located at an urban site, currently serviced by Discovery Bay Community Services District (Discovery Bay CSD). Proposed uses on-site would include commercial operations and continued irrigation of existing landscaped areas. Discovery Bay CSD has reviewed the project application documents regarding the provision of water service pursuant to water service regulations and stated that adequate water service is available. Accordingly, the impact of providing water service to the proposed project would be 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)*

The proposed project is located at an urban site, currently serviced by Discovery Bay Community Services District (Discovery Bay CSD). Discovery Bay CSD has reviewed the project application documents regarding the provision of sanitary sewer service and stated that adequate capacity is available. Accordingly, the impact of providing sewer service to the proposed project would be 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 limited construction solid waste and post-construction operational solid waste. Construction waste would be hauled to one of the recycling centers and/or transfer stations located in the area. The recycling center and/or transfer station would sort through the material and pull out recyclable materials. Furthermore, construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the CDD at the time of application for a building permit. The Debris Recovery Program would reduce the construction debris headed to the landfill by diverting materials that could be recycled to appropriate recycling facilities.

With respect to operational waste, the receiving landfill for operational waste is Keller Canyon, located at 901 Bailey Road in Bay Point. Keller Canyon is estimated to be at 15 percent of capacity. Operational waste from the facility would incrementally add to the operational waste headed to the landfill; however, the impact of the project-related residential waste is considered to be less than significant. As is the case with construction debris, a portion of the residential waste is expected to be recycled, and would thereby reduce the residential waste headed to the landfill.

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

The proposed project would be required to comply with applicable federal, state, and local laws related to solid waste. The project includes commercial land uses that would not result in the generation of unique types of solid waste that would conflict with existing regulations applicable to solid waste.

20. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>
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SUMMARY:

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

As discussed in section 9.g above, the Department of Forestry and Fire Protection’s Very High Fire Hazard Severity Zone Map characterizes this area as an urban unzoned area, thus, no impact is expected.

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

Sources of Information

- California Department of Forestry and Fire Protection (CalFire). *Fire Hazard Severity Zones Viewer*. <https://egis.fire.ca.gov/FHSZ/>

21. MANDATORY FINDINGS OF SIGNIFICANCE				
Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, 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?*

As discussed in individual sections of this Initial Study, the project to convert the site to a boat repair and servicing facility may impact the quality of the environment (Air Quality and Noise) but the impact would be reduced to a less than significant level with the adoption of the recommended Mitigation Measures that are specified in the respective sections of this Initial Study. The project is not expected to threaten any wildlife population, impact endangered plants or animals, or affect state cultural resources with the already identified Mitigation Measures.

- 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.)*

The proposed project would not create substantial cumulative impacts. The project site is located on a developed urban area that allows for the establishment of commercial businesses. The proposed project would be consistent with the existing surrounding development and provided needed services to the water-oriented Discovery Bay area.

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

This Initial Study has disclosed impacts that would be less than significant with the implementation of Mitigation Measures. All identified Mitigation Measures would be included in the conditions of approval for the proposed project, and the applicant would be responsible for implementation of the measures. As a result, there would not be any environmental effects that would 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 following references (which are available for review at the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553) were consulted: See individual sections.

ATTACHMENTS

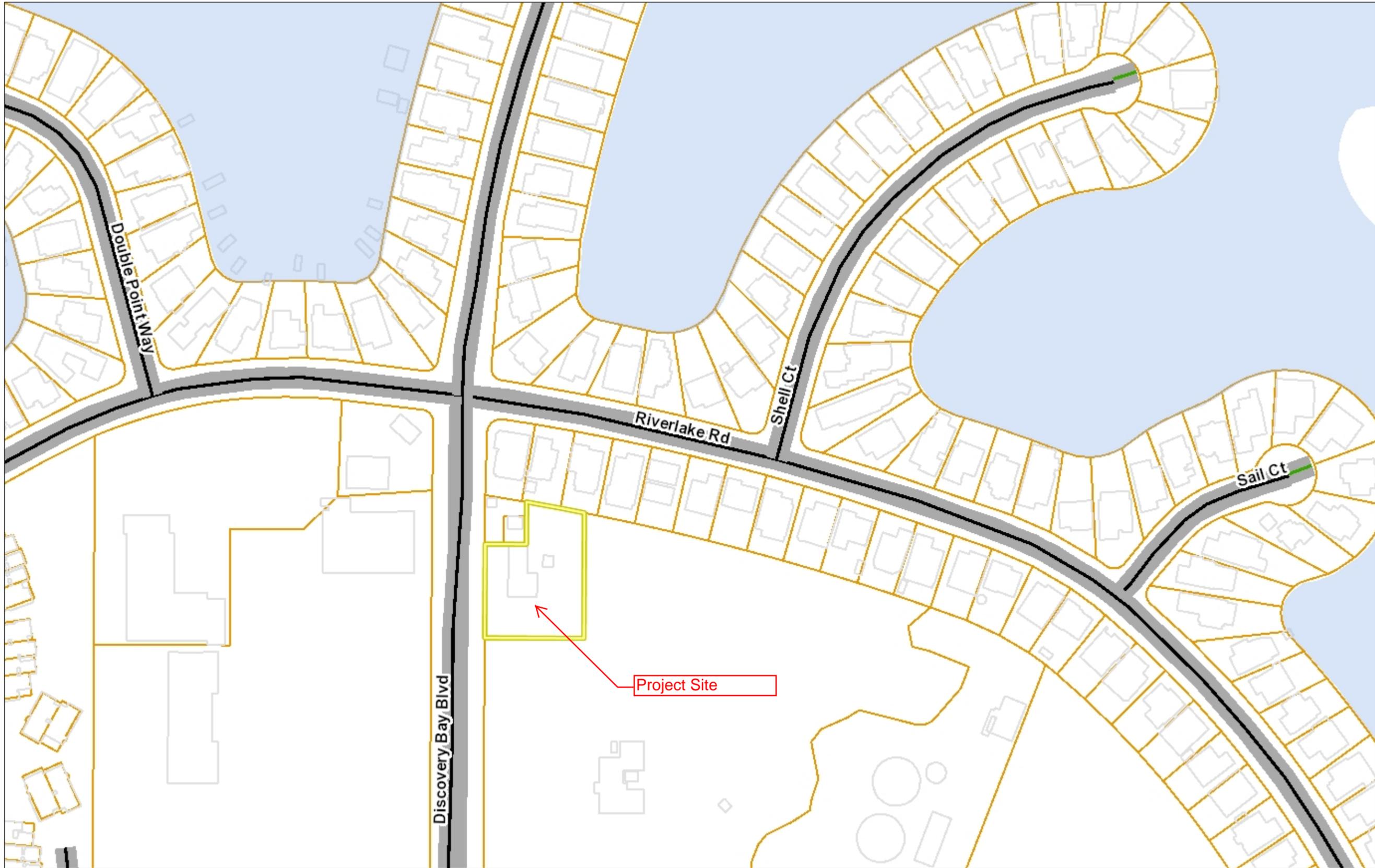
- 1. Vicinity Map**
- 2. Site Plan**
- 3. MMRP**

Vicinity Map



Legend

- Highways
- Highways Bay Area
- Streets
- Maintained Roads
- Water Bodies
- County Boundary
- Bay Area Counties
- Building Outlines
- Assessor Parcels



1:2,257



0.1 0 0.04 0.1 Miles

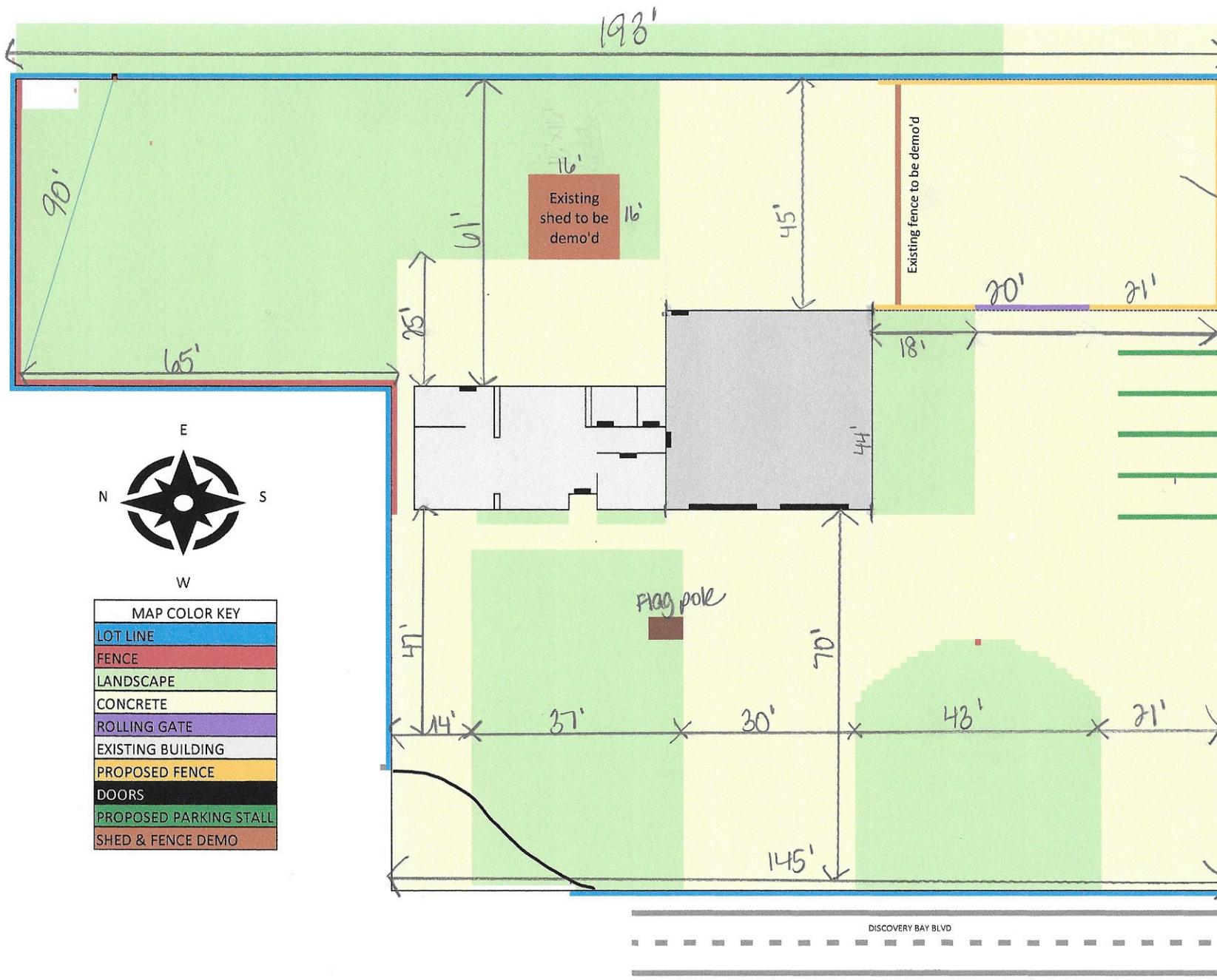
WGS_1984_Web_Mercator_Auxiliary_Sphere

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.

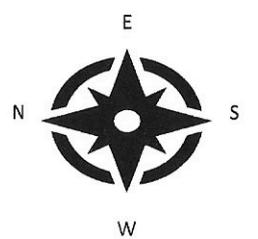
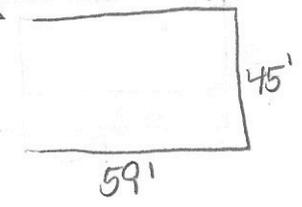
THIS MAP IS NOT TO BE USED FOR NAVIGATION

Notes

Contra Costa County -DOIT GIS



Overall dimensions of the fenced yard



MAP COLOR KEY	
LOT LINE	Blue line
FENCE	Red line
LANDSCAPE	Light green area
CONCRETE	Grey area
ROLLING GATE	Purple area
EXISTING BUILDING	Light grey area
PROPOSED FENCE	Orange area
DOORS	Black lines
PROPOSED PARKING STALL	Dark green area
SHED & FENCE DEMO	Brown area

Kenneth Luke, Classic Boat Works (Applicant/Owner)

**Mitigation Monitoring and Reporting Program
County Files #CDLP22-02002 and CDGP21-00001**

**1535 Discovery Bay Blvd
Discovery Bay, CA 94505**

June 2022

SECTION 3: AIR QUALITY

Potential Impact: Construction activities could have a potentially significant adverse environmental impact by exposing sensitive receptors to substantial pollutant concentrations.

Mitigation Measures:

Air Quality 1: The following Bay Area Air Quality Management District, Basic Construction Mitigation Measures shall be implemented during project construction and shall be included on all construction plans.

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 mph.
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified visible emissions evaluator.
8. 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.

Implementing Action:	COA
Timing Verification:	Prior to CDD issuance of a grading or building permit, all construction plan sets shall include Basic Construction measures.
Responsible Department or Agency:	Project proponent and CDD.
Compliance Verification:	CDD Plan Check review of plans prior to issuance of building or grading permit, and field verification by the Building Inspection Division.

Potential Impact: Operational activities could have a potentially significant adverse environmental impact by exposing sensitive receptors to odors and fumes.

Mitigation Measures:

Air Quality 2: Prior to operation of the facility, the applicant shall submit for review and approval of the Department of Conservation and Development, Community Development Division (CDD) an Odor Management and Control Plan (OMCP). The project proponent shall implement the odor control plan and prevents odors from impacting neighboring parcels or creating a public nuisance. The permittee shall document and report all complaints to the CDD and take corrective actions to remedy odor impacts.

Abbreviations:

Condition of Approval (COA)
Community Development Division (CDD)

Mitigation Monitoring and Reporting Program
CDLP22-02002 and CDGP21-00001

Implementing Action:	COA
Timing Verification:	Prior to CDD issuance of a grading or building permit, the applicant shall provide the OMCP for review and approval.
Responsible Department or Agency:	Project proponent and CDD.
Compliance Verification:	CDD Planning continued verification and response to potential odor complaints

SECTION 13: NOISE

Potential Impact: The project is located adjacent to residential and retail commercial areas that could be negatively impacted by excessive noise associated with project operations.

Mitigation Measures:

Noise 1: Prior to issuance of a building permit, the permittee shall provide an acoustical analysis to confirm that the operations and design to be used on the site would not expose surrounding commercial properties to noise levels exceeding 70 dB and residential or school properties to levels exceeding 60 dB. If the analysis determines that additional noise insulation features or operational restrictions are required, the acoustical analysis shall identify the type of noise insulation features or operational restrictions that shall be implemented to reduce noise levels to levels identified in the Community Noise Exposure Levels shown in Figure 11-6 of the General Plan Noise Element, and the applicant shall incorporate these into the proposed project. The acoustical analysis shall review noises incidental to the proposed boat repair and servicing facility, including noises associated with power tools, engines, and other potential noise generating activities. The permittee shall document and report all complaints to the CDD and take appropriate corrective actions to remedy impacts.

Noise 2: The hours of operation at the facility shall be generally limited to between 8:00 AM to 5:00 PM, Monday through Friday. The facility may be open to the public outside of these hours by appointment. Noise generating activities shall not occur outside of these hours.

Implementing Action:	COA
Timing of Verification:	During COA Compliance Review, prior to issuance of a grading or building permit.
Responsible Department, Agency, or Party:	Project proponent, CDD
Compliance Verification:	Acoustic report to CDD for review and approval.

SECTION 10: MANDATORY FINDINGS OF SIGNIFICANCE

Potential Impact: As discussed in individual sections of the Initial Study, the project to establish a boat repair and service facility on the site may impact the quality of the environment (Air Quality and noise).

Mitigation Measures:

The impact would be reduced to a less than significant level with the adoption of the recommended Mitigation Measures that are specified in the respective sections of the Initial Study.