Contra Costa Water District

AMBROSE DEBRIS SCREEN PROJECT
CONTRA COSTA CANAL MILEPOST 19.5

MITIGATED NEGATIVE DECLARATION

December 22, 2022

CONTRA COSTA
WATER DISTRICT

MITIGATED NEGATIVE DECLARATION
BAR SCREEN REPLACEMENT & TROLLEY RAKE AT CONTRA COSTA CANAL MILEPOST 19.5

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. SUMMARY & DETERMINATION

A. PROJECT DESCRIPTION

Description

The proposed project would replace the existing trash rack (also known as a bar screen) within the United States Bureau of Reclamation (Reclamation) fee-owned right-of-way at Milepost 19.5 of the Contra Costa Canal (the "Canal") with a similar bar screen at the same location (see Figures 1, 2, and 3). The proposed project also would add a screen upstream of the existing bar screen and modernize debris handling functionality with a mechanical system known as a trolley rake. A trolley rake is a hydraulic system that would remove vegetation and debris from the added screen. The rake travels on a rail across the width of the Canal (see Figure 4).

Vegetation and debris removal would be automated, which would allow Contra Costa Water District (CCWD or the "District") Operations and Maintenance (O&M) staff to monitor and control the system remotely. Remote control would be accomplished with a supervisory control and data acquisition (SCADA) system. Radio frequency link-up would be accomplished with a dedicated antenna and connection to the trolley rake's control panel.

A pole would be erected to mount the antenna on the north side of the Canal as shown in Figure 3. The pole height would be approximately 40 feet. Approximately 70 lineal feet of electrical conduit for the SCADA system would be installed in-ground between the proposed antenna pole and the control panel.

Electrical service for the trolley rake would be provided by connection to available power at the existing Pacific Gas and Electric Company's (PG&E's) utility pole along Memorial Way (see Figure 3). A junction box would be added at the existing power pole. Approximately 250 lineal feet of 2-inch underground conduit would be installed between this power pole and the trolley rake's control panel.

Pad A (see Figure 3) would be used primarily for debris removal. The trolley rake would remove debris from the screen and deposit it on Pad A, where it would dry and then would be removed by District staff. Pad B (see Figure 3) would be used primarily for servicing and maintaining the mechanical equipment, electrical power supply, and control panel. Both pads would be constructed of concrete formed and finished for drainage back to the Canal.

Pad A would have approximately 1,360 square feet available to pile debris. A skid steer (*e.g.* Bobcat), dump truck, and pickup trucks will service the facility. For debris haul-out, District staff would bring in the skid steer and dump truck to load the debris and haul it off for disposal at a contracted landfill. To access the project site, District staff can use either 1) Bailey Road, Memorial Way, and the Ambrose Park parking lot or 2) West Leland Road and the Canal service road.

For safety reasons, trolley rake systems often use audial alarms during operation to alert personnel to move off the debris collection pad. CCWD has considered potential intermittent disturbance caused by an audial alarm to Ambrose Park/Pool users, Delta De Anza Trail

users, and existing and future residential neighbors. CCWD would substitute flashing safety lights, removable safety guard chains around the debris pad, and warning signage for audial alarms.

The existing fence along the southern Reclamation right-of-way property line is a 6-foot tall, galvanized steel, chain link fence, topped with 3-strand barbed wire. The District has coordinated with Ambrose Recreation and Park District and would replace the existing fence with a fence consistent with the fence used at Ambrose Park. The proposed replacement fence would be a 10-foot tall, black vinyl coated, chain link fence. The fence would extend from the Delta De Anza Trail bridge crossing of the Canal right-of-way southeast to the Ambrose Park maintenance yard, approximately 90 feet northwest of the eastern limit of Ambrose Park and northern corner of 2106 Chestnut Drive (see Figure 3).

The District also would obtain an agreement for land rights from the Ambrose Recreation and Park District to park District O&M vehicles while maintenance is occurring. CCWD O&M staff expect to bring a small skid steer and a dump truck to service the bar screen. The skid steer (also known as a Bobcat) would be transported using a trailer and pickup truck, which would be parked in the Ambrose Park or maintenance yard parking lots. The dump truck would be staged near Pad A along Memorial Drive, so that the Bobcat can load debris removed from the Canal by the proposed trolley rake and then haul it to the nearest transfer station for recycling or disposal. Contra Costa Waste Service recycling center & transfer station is located at 1300 Loveridge Road in Pittsburg.

Project Construction Details

Equipment needed to construct the proposed project include a backhoe or small excavator, vibratory compactor, jack hammer, crane, auger drill rig, pavement roller, pick-up trucks, dump trucks or end dump, and cement trucks.

Grading. Minor grading would include leveling proposed areas of flatwork on both sides of the Canal. It is estimated that any cut and fill would be balanced or nearly so. Approximately 475 cubic yards of cut volume and 450 cubic yards of fill volume are estimated. Not more than approximately 25 cubic yards (*i.e.*, four dump truck loads or two end dump loads) would be exported.

Staging Area

South side of the Canal—Up to 7,000 square feet along the south side of the Canal within Reclamation fee-owned right-of-way could be used for staging and storing of project equipment and structural components (see Figure 5).

North side of the Canal—Approximately 8,000 square feet on the north side of the Canal within Reclamation fee-owned right-of-way would be used for construction staging.

Pre-Construction Surveys and Temporary Exclusion Fence—As part of the preparation for construction staging, the District's biological consultant will perform a pre-construction survey for nesting birds within 14 days of the start of construction. In

addition to other nesting bird species, this survey specifically will include Western Burrowing Owl (BUOW) to assess whether any BUOW are present in the adjoining grassland near the project staging areas. If BUOW are found present, depending on proximity, non-disturbance buffers will be enforced.

Proposed project plans also include provision of approximately 500 lineal feet of black silt fence for exclusion of the California Red-Legged Frog (CRLF). The exclusion fence will be trenched and placed along the District's existing chain link fence on the north side of the Canal (see Figure 5). The proposed temporary CRLF exclusion fence will create a temporary barrier between the construction site and the seasonal pond located 700 feet east of the project site. This CRLF exclusion fence will be removed once construction has been completed.

Concrete Flatwork, Concrete Piles, Asphalt Pavement

Pad A (south side of the Canal)—On the south side of the Canal, up to 2,100 square feet of concrete flatwork are proposed. This flatwork would include a 1,300 square foot pad for the proposed trolley rake and an additional 800 square feet of entry apron at Memorial Way. Approximately 65 square feet of the 800 square feet represent an encroachment into Memorial Way. If access from Memorial Way is agreed by Ambrose Recreation & Park District, a double-wide gate and fence securing Pad A would be installed along the Ambrose Park/Canal shared right-of-way line (see Figure 3).

Pad B (north side of the Canal)—On the north side of the Canal, flatwork would include 250 square feet of concrete pad added for debris storage next to the debris screen. To support the pad and skid steer, four piles would be constructed at the corners of the proposed debris pad. Piles will be drilled by an auger rig and then formed and cast in place. In addition, approximately 450 square feet of asphalt pavement would be added for parking. This proposed parking area would match the existing lay of the land at approximately 15 percent grade. The entire area of proposed ground disturbance on the north side of the Canal is located within the existing Canal right-of-way.

Haul Routes. Imported fill, export, and construction materials for the north side would be hauled to site through the Canal service road accessed from West Leland Road. With permission, imported fill, export, and construction materials for the south side could be hauled via Bailey Road, West Leland Road, South Broadway Avenue, and Memorial Way. Otherwise, material haul for the south side would be accomplished from West Leland Road and the Canal service road.

Not more than approximately 25 cubic yards (*i.e.*, four dump truck loads or two end dump loads) would be exported. Imported fill would include gravel or Class II base rock for the sub-base, concrete for pads and piles; and asphaltic concrete pavement.

Electrical Service. Electrical service will be needed for the proposed trolley rake. The proposed project would connect to the existing PG&E infrastructure adjacent to Ambrose Park pool (see Figure 3). A junction box will be added at the existing utility pole. Approximately 250 lineal feet of 2-inch diameter underground conduit will be installed from

this power pole to the trolley rake control panel (see Figure 3). An additional 70 lineal feet of conduit for the SCADA system will be installed in the ground between the proposed antenna pole and the proposed control panel (see Figure 3).

The trench for electrical conduit is expected to be 18 inches wide by 24 inches deep. The majority of the trench would be located within Reclamation property; however, approximately 20 lineal feet of conduit would be on the adjacent Ambrose Park land.

Schedule

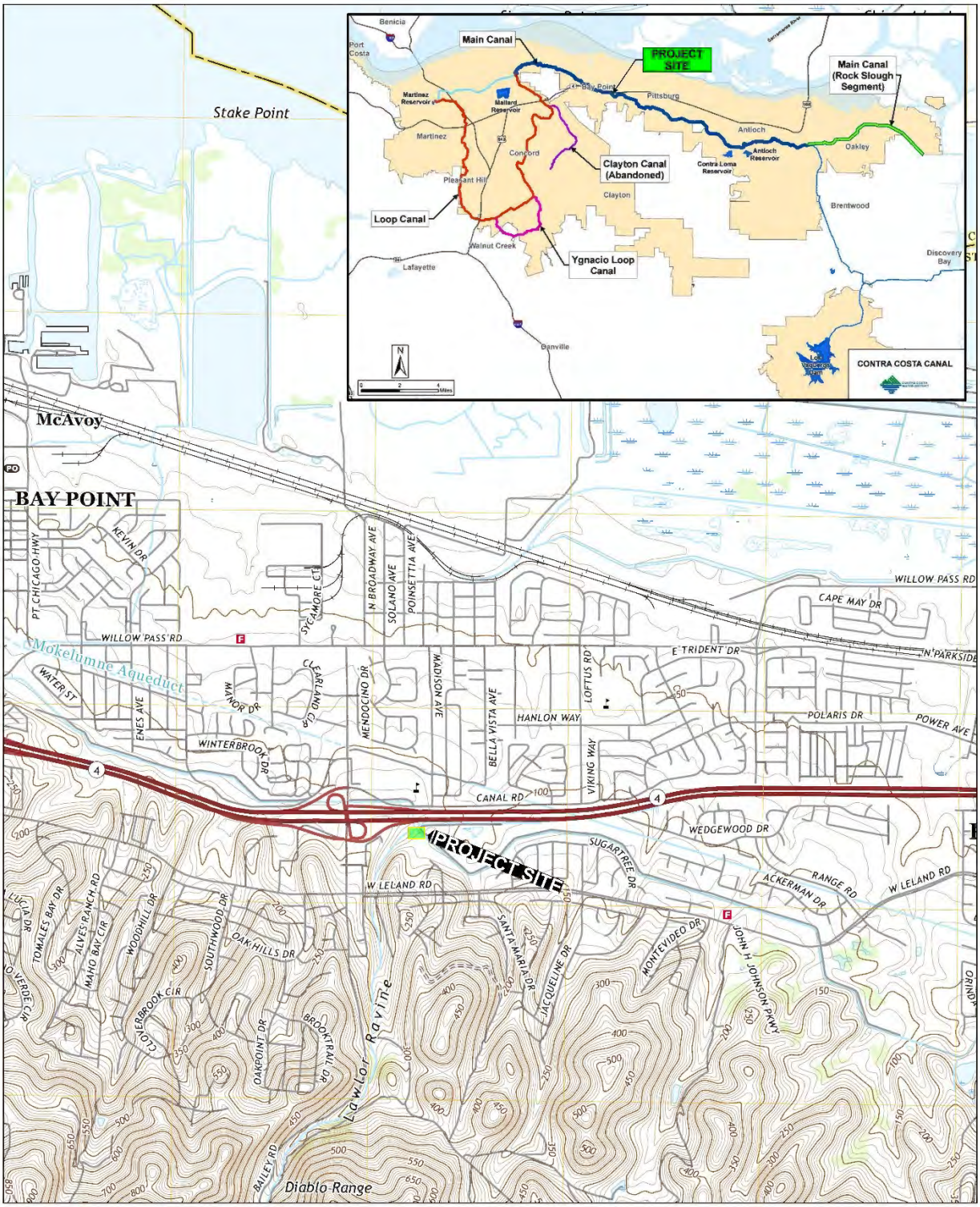
Construction tentatively is assumed to occur over approximately two years with preparatory work starting as early as July 2023 and extending to November 2023. Installation of the replacement bar screen and trolley rake equipment could occur the following year, assuming the specialized equipment is available. Heavy construction during 2023 would be timed to avoid the peak visitor season at Ambrose Park (mid-May through mid-August). Installation of the mechanical equipment could begin as early as spring 2024. However, the timing of installation of the mechanical equipment is uncertain owing to long lead times for vendor fabrication and potential vendor delays caused by supply chain issues and, therefore, may not be possible until later in 2024. Obtaining PG&E service connection also could delay system power up and testing. The schedule shown in Figure 6 is illustrative and shows heavy construction in 2023 and then mechanical equipment installation, testing, and replacement of the existing fence during mid-August to mid-November 2024. Startup would occur by December 2024/January 2025.

Project Purpose and Need

The existing trash rack screen is in poor condition and lacks a mechanical rake. The existing trash rack captures large debris that flows down the Canal. This presents performance and safety issues as vegetation and debris must be lifted manually from the catwalk or edge of the Canal. In addition to larger debris, algal vegetation, other organic debris (*e.g.*, twigs, leaves), some litter and other trash also is present at the location of the existing manual bar rack.

The purpose and need for the proposed project is to provide improved functionality, safety and performance. A secondary benefit is that the removal of algal vegetation may result in improved water quality. The proposed screen and trolley rake would be safer than removal by labor and would be more effective at capturing and removing smaller debris than the existing trash rack. On a weekly basis the average volume of material removed from the Canal could be expected to increase to 20 cubic yards from an existing weekly volume of nine cubic yards.

The existing bar screen and labor remove debris (*e.g.*, twigs, leaves, algae, brush and larger debris) but do not do so effectively or safely. The proposed project could 1) reduce risk of injury and avoid unsafe work practices and 2) reduce debris accumulation in the Canal and avoid restriction of flow downstream of the existing culvert.



CONTRA COSTA WATER DISTRICT

0 2000 4000

FEET

Figure 1
Project Site Location
Contra Costa Canal Milepost 19.5

Figure 2
Neighborhood
Contra Costa Canal
Milepost 19.5

KEY

Future Orbisonia Heights housing and mixed use

Pittsburg city limit

0 200 400
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CONTRA COSTA WATER DISTRICT

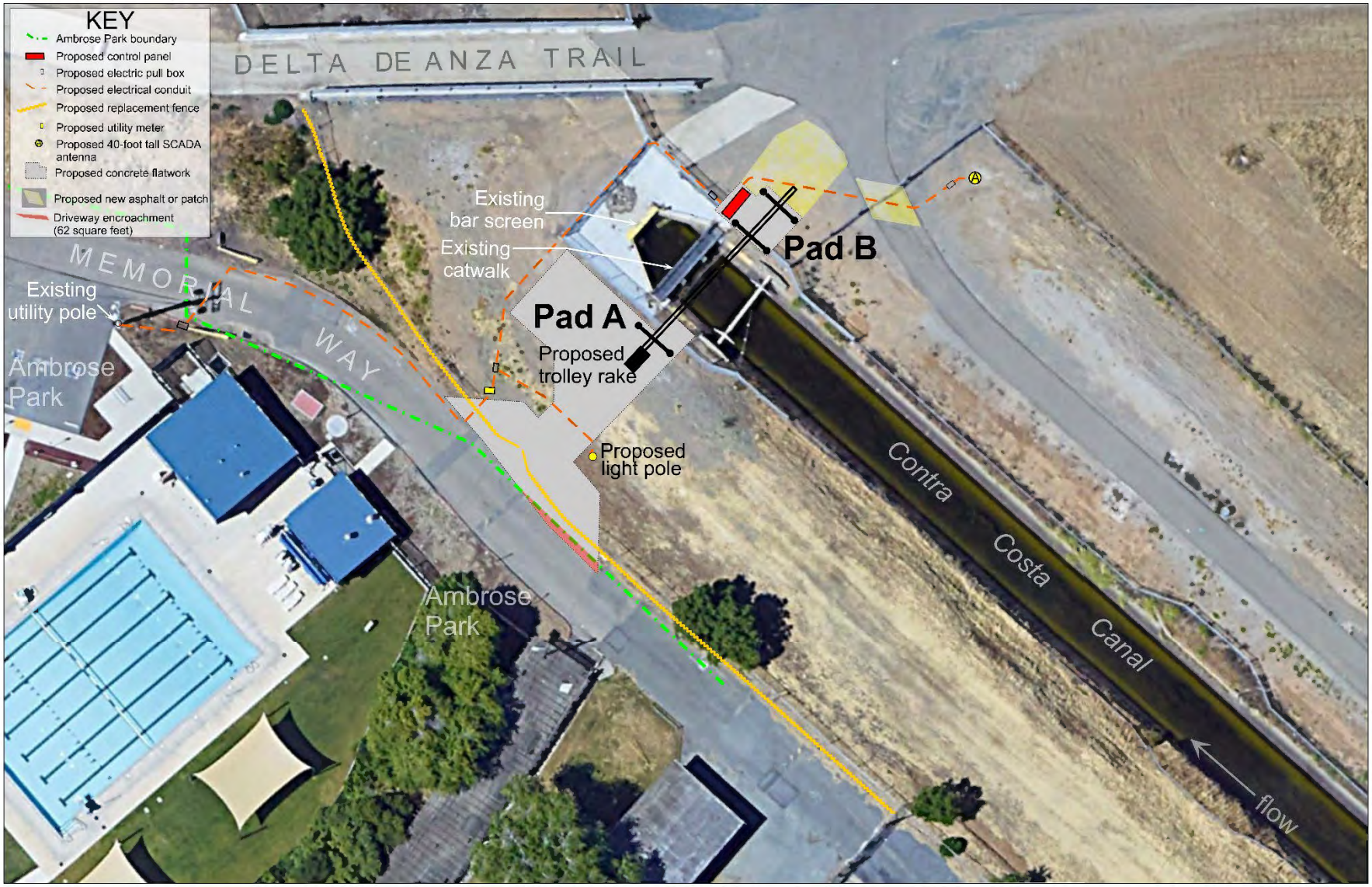
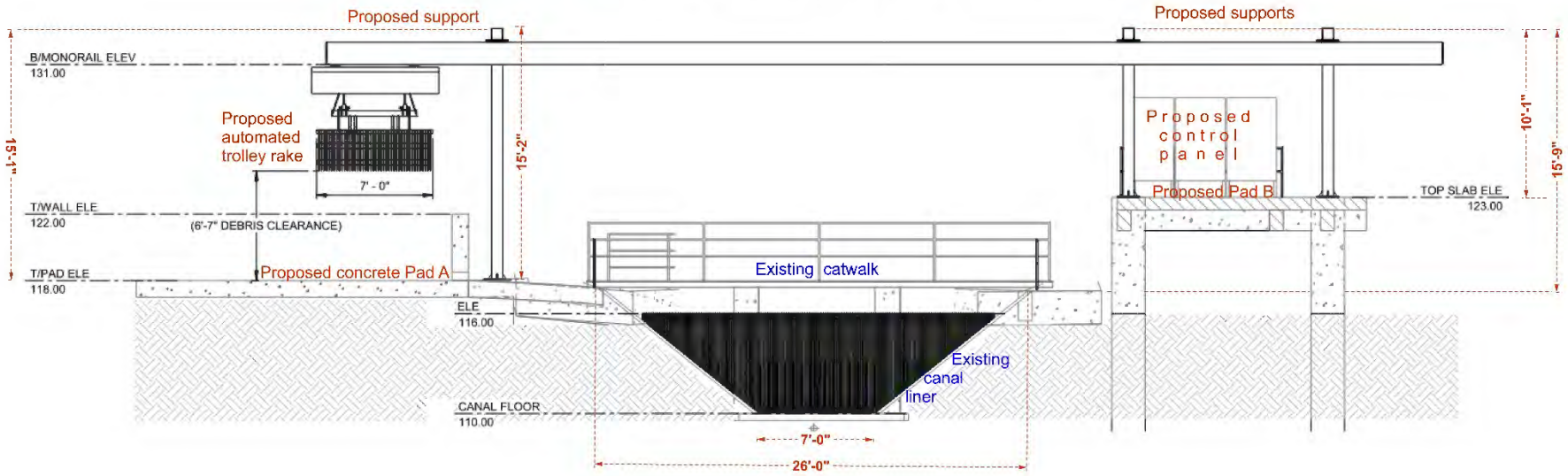


Figure 3
Plan View
Proposed Bar Screen and Trolley Rake
at Contra Costa Canal Milepost 19.5

Profile as Viewed Looking Northwest (Downstream)



CONTRA COSTA WATER DISTRICT

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Figure 4
Profile View
Proposed Trolley Rake
at Contra Costa Canal Milepost 19.5

CONTRA COSTA WATER DISTRICT

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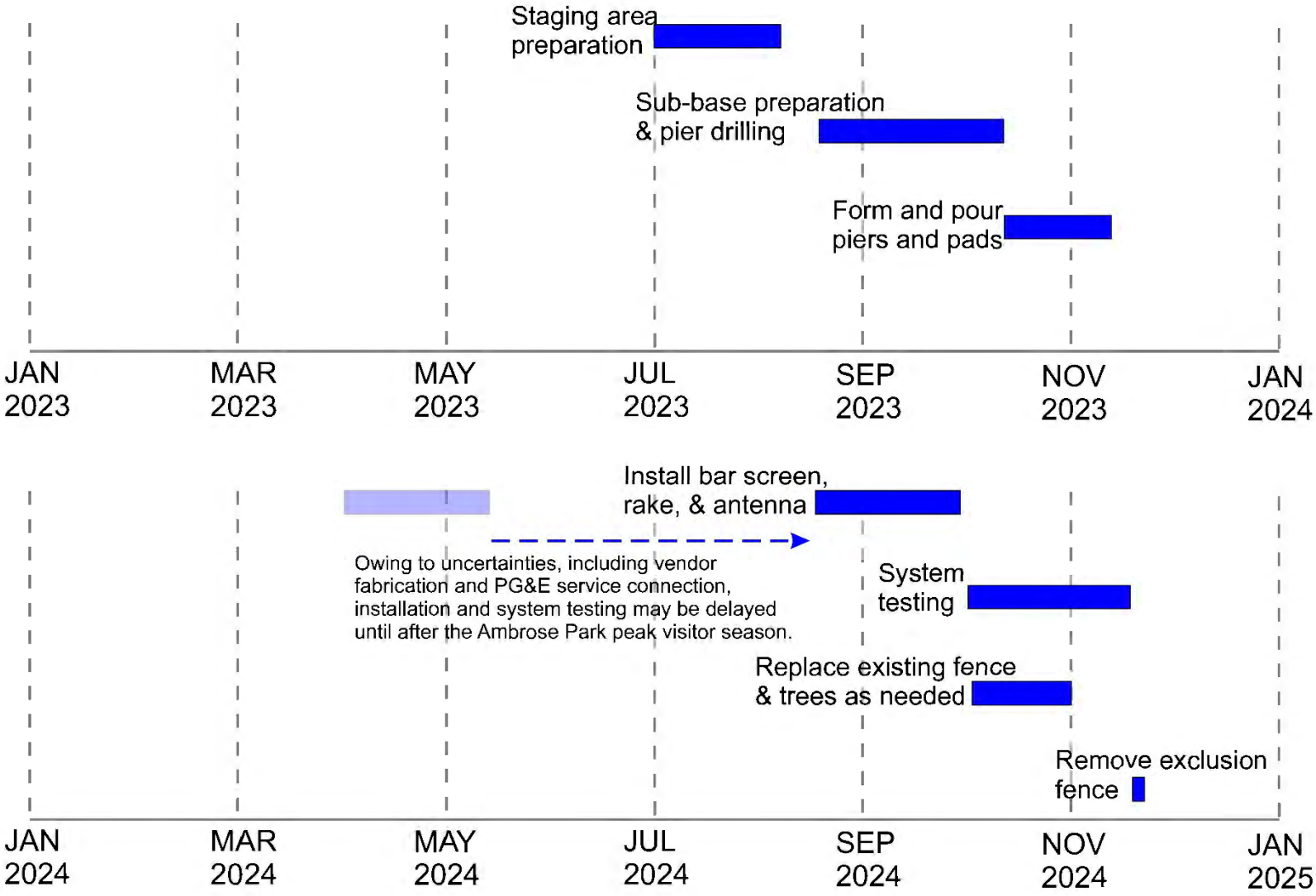
Figure 5
Construction Staging Areas
Proposed Bar Screen and Trolley Rake
at Contra Costa Canal Milepost 19.5

CONTRA COSTA WATER DISTRICT

Figure 6

Illustrative Construction Schedule

Proposed Bar Screen and Trolley Rake



B. PROJECT SETTING, APPLICABLE PLANS AND POLICIES

The 48-mile Canal is part of Reclamation's Central Valley Project (CVP). It serves as a conveyance facility for the water supply of approximately 550,000 people as well as agricultural and industrial customers in northern, central, and eastern Contra Costa County. The Canal was built during 1937-1947, delayed owing to World War II. The District operates and maintains the Canal, on behalf of Reclamation. There is a bar rack at the entrance Ambrose culvert located at Milepost 19.5 within the Main Canal system.

The Main Canal runs from Pumping Plant No. 4 around milepost 7.1 to Check 8 at milepost 26.5 just beyond the turnout for the Shortcut Pipeline that also serves the Bollman Water Treatment Plant in Concord. Water flowing within the Main Canal runs continuously throughout the year.

The Main Canal crosses State Highway 4 only once. The project site is located at the south side of this crossing. As part of its routine operation of the Canal, District O&M staff using hand tools collect and remove trash and aquatic vegetation that collects in the Canal. Devices known as bar screens or trash racks are located in the Canal at culverted crossings under roadways. Without these screens and maintenance, water flow in the Canal would be reduced and delivery impeded.

Neighborhood. The project site is located in unincorporated Contra Costa County and adjoins land in the incorporated City of Pittsburg. The project site adjoins the following lands:

> **Northeast, north and northwest**: East Bay Regional Park District's Delta DeAnza Trail and Caltrans' State Highway 4 right-of-way;
>
> **West, southwest, and south**: Ambrose Recreation & Park District's Ambrose Park; and,
>
> **East and southeast**: Canal access road and a 15-acre parcel (APN 095-140-013-4), owned by Agricultural-Natural Resources Trust of Contra Costa County.

Pittsburg/Bay Point BART Station Area Specific Plan. The City of Pittsburg and Contra Costa County have adopted a specific plan for the area around the project site. Land (APN 095-140-013-4) east of the project site is planned in accordance with the Pittsburg/Bay Point BART Station Area Specific Plan for 120 multi-family units of housing on approximately 3 acres. Southwest of the project site, adjoining Ambrose Park, Orbisonia Heights consists of numerous parcels with a total of approximately 7.6 acres. In May 2022, the Contra Costa County Board of Supervisors approved development of Orbisonia Heights with a library, a commercial use, and 384 affordable housing units.

Operations & Maintenance Access. For routine access the project site, District staff can use either 1) Bailey Road, Memorial Way, and the Ambrose Park parking lot/maintenance yard or 2) West Leland Road and the Canal service road. Memorial Way is accessed from Bailey Road (see Figure 2).

C. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Applicable Potentially compatible	*Applicable No potential for conflict*	*Not Applicable*
Discuss any variances, special authorizations, or changes proposed to the Planning Code or Zoning Map, if applicable.	☐	☐	☒
Discuss any conflicts with any adopted plans and goals of the City, County, or Region, if applicable.	☐	☒	☐
Discuss any approvals and/or permits from City or County departments, or from Regional, State, or Federal Agencies.	☒	☐	☐

Planning and Zoning

The project site is designated for Public/Semi Public (PS) land use by Contra Costa County. The adjoining 15-acre parcel (APN 095-140-013-4) is designated for Heavy Industry (HI). Land adjoining Ambrose Park is designated for Bay Point Residential Mixed Use (M-6).

In the City of Pittsburg, 12.7-acre Ambrose Park is zoned Open Space (OS) by the City. Southwest of Ambrose Park, a 1.44-acre site (APN 094-025-002, 094-030-012, and 094-030-013) is zoned by the City for Governmental and Quasi-Public (GQ) use (see Figure 2).

The proposed project would have no effect upon the City of Pittsburg or Contra Costa County Planning Code or Zoning Map, General Plan or General Plan policies.

Adopted Plans and Goals

Contra Costa County General Plan Noise Element and Ordinance Code. An objective of the General Plan Noise Element is to provide guidelines to achieve compatibility between outdoor noise and land use. The Noise Element outlines policies related to suitable outdoor noise environments. Outdoor day-night weighted average noise levels (L_{dn}) in excess of 60 dBA for low density single-family residential land uses, 65 dBA for multi-family residential land uses, and 70 dBA for playgrounds and neighborhood parks may warrant noise abatement.

Applicable and relevant policies from the Noise Element are listed below.

> **Policy 11-7**: Public projects shall be designed and constructed to minimize long-term noise impacts on existing residents.
>
> **Policy 11-8**: Construction activities should be concentrated during the hours of the day that are not noise-sensitive for adjacent land uses and should be commissioned to occur during normal work hours to provide relative quiet during the more sensitive evening and early morning periods.
>
> **Policy 11-11**: Noise impacts upon the natural environment, including impacts on wildlife, shall be evaluated and considered in review of development projects.

Contra Costa County Ordinance Code Title 7 – Building Regulations, Section 716-8.1004, limits grading operations to weekdays between the hours of 7:30 a.m. and 5:30 p.m. This is required for all grading activities located within 500 feet of residential and commercial occupancies. Exceptions are allowed through conditions of approval for a project.

Pittsburg/Bay Point BART Station Area Specific Plan. The City of Pittsburg and Contra Costa County adopted in 2002 the Pittsburg/Bay Point BART Station Area Specific Plan. Among other things, this plan called for Residential Mixed Use development of Orbisonia Heights, which refers to the land in the northeast corner of West Leland Road and Bailey Road. The land is identified as "Zone II" in the Specific Area Plan. Existing use of these 20 acres includes Ambrose Park and a residence. Approximately 12.3 acres would remain as parkland. Approximately 7.7 acres would be developed for Residential Mixed Use. Implementation of the County-approved project is unclear; however, approval of the 384-unit residential mixed use project by the Contra Costa County Board of Supervisors was recent in June 2022. The County-approved development also includes 11,500 square feet of commercial retail use, and a 20,900 square foot public library.

California Scenic Highway Program

California Department of Transportation (Caltrans) administers the California Scenic Highway Program (Streets and Highways Code, Section 260, *et seq*.) to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated scenic depending upon the amount of the natural landscape that can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. Highway 4 in the area of the project site is not a State-designated scenic highway.

East Bay Regional Park District Trail Master Plan

Adjoining the project site on the north, the Delta de Anza Regional Trail is a paved, multi-use hiking, bicycling and equestrian trail currently spans over 15 miles of the planned ultimate 25-mile length. When completed, it will generally follow the East Bay Municipal Utility District's corridor and the Contra Costa Water District's canal. The existing trail extends west over Willow Pass, from Evora Road in Bay Point to Willow Pass Road in Concord. The proposed project would have no effect on extension of the trail or other trail plans of East Bay Regional Park District (EBRPD).

Golden State Water Company

Golden State Water Company serves approximately 4,900 customers in Bay Point. Water for Bay Point customers is sourced from groundwater pumped from wells and surface water treated at the Randall-Bold Water Treatment Plant. The Golden State Water Company pipeline crossing over the Canal at the project site will be protected by the District during construction of the proposed project. A small portion of the pipeline will be covered by the concrete pad that is constructed as part of the new debris screen.

Stormwater Pollution Prevention

Contra Costa County is a member of the Contra Costa Clean Water Program, which includes Permittees covered under Municipal Regional Permit (NPDES Permit No. CAS612008). The MRP sets a comprehensive framework to reduce the discharge of pollutants in storm water to the "Maximum Extent Practicable" (MEP) and protect water quality. Provision C.3 of the MRP pertains to New Development and Redevelopment

The proposed project would add well under 10,000 square feet of driveway surface and concrete pad for debris storage and for the trolley rake and control panel. Therefore, the proposed project would not be regulated under the MRP as it would add over 10,000 square feet of impervious surface area. Even though not subject to the MRP, the proposed project would be constructed under a Stormwater Pollution Prevention Plan (SWPPP).

Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) published and adopted the 2017 Clean Air Plan (2017 CAP) on April 19, 2017. The 2017 CAP sets forth regulations and rules necessary to meet or maintain the applicable air quality standards. The 2017 CAP set specific emission budgets to reduce NO_x and ROG in order to attain the ozone standards. Control measures in the 2017 CAP are intended to improve air quality in impacted communities and reduce greenhouse gas (GHG) emissions.

Control Measure SS36 (Regulation 6, Rule 6: Anti-trackout) is an example of a rule to eliminate trackout of particulate matter (PM) at bulk material sites and large construction sites. Regulation 6, Rule 6 was adopted by the BAAQMD on August 1, 2018, to reduce emissions of PM from fugitive dust. Large is defined in Rule 6 as 1 acre or more.

In view of the limited footprint of the District's proposed work including staging area, Regulation 6, Rule 6: Anti-trackout will not apply. However, as a general practice, the District routinely implements BAAQMD-required measures at its construction sites to minimize fugitive dust and exhaust emissions from equipment idling.

Contra Costa County's Climate Action Plan

The Climate Action Plan (CAP), adopted by the Contra Costa County Board of Supervisors in December 2015, applies in unincorporated areas of the county. Incorporated areas are responsible for their own climate action plans. The County's CAP calls for reductions of greenhouse gases (GHGs) through building energy efficiency, renewable energy, increased infill land use and increased public transportation, solid waste diversion and water conservation. Of the CAP's planned total reductions in GHGs, renewable energy accounts for approximately 12 percent in 2035.

The District routinely participates in recycling of construction debris and organic materials from its construction projects and operations. The proposed project would not impede planned reductions of emission of GHGs under the CAP.

East Contra Costa Habitat Conservation Plan

Under the East Contra Costa County Habitat Conservation Plan and Natural Community Conservation Plan (the “HCP” or simply the “Plan”), the U.S. Fish and Wildlife Service and the California Department of Fish and Game have provided regional permits to the Permittees. The Permittees may extend permit coverage to project applicants within their jurisdictions. The District is not among the Permittees and is not otherwise a participant in the Plan. Because the Canal right-of-way is owned by Reclamation, the District will obtain National Environmental Policy (NEPA) coverage for this project from Reclamation following completion of the CEQA review and before construction start.

D. SUMMARY OF ENVIRONMENTAL EFFECTS

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

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

E. DETERMINATION

On the basis of this 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, no further environmental documentation is required.

Mark A. Seedall DATE Dec 22, 2022

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2. EVALUATION OF ENVIRONMENTAL EFFECTS

	Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
I.	**AESTHETICS—Would the project:**					
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒	☐
c)	Conflict with applicable zoning and other regulations governing scenic quality? Or, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings?	☐	☐	☒	☐	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or which would substantially impact people or properties?	☐	☐	☐	☒	☐

Existing Setting

The proposed project is located along the south side of State Highway 4 (SR4) at elevation of 110-120 feet above sea level (NAD83), which is near the elevation of SR4. The land around the existing trash rack slopes generally down toward the west into Lawlor Ravine and Ambrose Park. The area of the Canal lacks landscaping or other scenic visual quality. The Canal itself is concrete-lined and is functional but without scenic visual qualities and is not itself an element in a scenic vista.

SR4 locally is not a State-designated scenic route; however, SR4 is listed by Contra Costa County in the County's General Plan as a scenic corridor. Highway widening during 1994-1999 and addition of sound walls has limited viewing opportunities from the segment of SR4 near the project site. From SR4, the project site is not visible from the eastbound or westbound travel lanes, being occluded by the sound wall and BART.

From Ambrose Park public areas, the project site generally is not visible owing to the lower elevation of the Ambrose Aquatic Center and the adjacent parking area. From Delta DeAnza Trail in the vicinity of the project site, limited broken views of the Pittsburg Hills to the south are available. Owing to the SR4 sound walls north of the Delta DeAnza Trail, views of Honker Bay and Suisun Bay to the north are not available. From a limited number of public areas in Ambrose Park, the tops of Canal security fences are visible.

Thresholds of significant effect

Visual resources that uniquely contribute to the benefit of the public are scenic resources under CEQA. A scenic vista is defined as a viewing point that provides expansive views of a highly valued landscape available to the general public.

Scenic resources are defined as those landscape patterns and features that are visually or aesthetically pleasing and that, therefore, contribute positively and define a distinct

community or region. Landscape patterns and features may include trees, rock outcrops, and historic buildings. Scenic areas, open spaces, rural landscapes, vistas, country roads, and other factors interact to produce a net visual benefit upon individuals or communities.

A project can substantially reduce this visual benefit by addition or subtraction. By addition, visual encroachment can impact the intactness of an existing landscape. By addition of conflicting elements, structures and amenities can impact the unity and /or vividness of an existing landscape. By subtraction, such as grading of hill forms or removal of trees or rock outcrops, a project can impact vividness and unity of an existing landscape.

Evaluation

a) Scenic vistas. The Canal is not itself an element in a scenic vista. The proposed project would not alter a scenic vista.

Potential visual effects of the proposed project were considered and were evaluated to assess degree of potential effect. Among other factors, the proposed location/elevation, height, and mass of proposed structures were considered. The proposed trolley rake would be supported on 13-foot-tall support columns. The SCADA antenna pole would extend 30-40 feet above ground. None of the proposed features would be enclosed in a structure; therefore, the proposed project would not add substantially to bulk or mass or visual obtrusiveness compared to the existing facility. None of the proposed features would intrude into a scenic vista thereby impacting visual quality of the vista. (No impact)

b) Damage scenic resources. The proposed project would include minor grading of land that is not a visual element of a scenic resource. The proposed project may need to prune or remove a few trees or shrubs overgrowing the existing fence which is to be replaced. These plants are poorly formed and do not contribute to visual quality. Pruning or replacement of trees would be performed in accordance with the District's tree policy. (No impact)

c) Regulations governing scenic quality. The proposed project would not conflict with any of the County's General Plan policies regarding scenic quality. SR4 is listed by the County as a scenic corridor; however, the project would not alter any vista viewed from the highway or from BART.

Applicable regulations governing telecommunications towers are set forth in County Ordinance Code, Chapter 88-24, which codifies Ordinance No. 2016-11). According to Section 88-24.206(c)(7) telecommunications facilities accessory to publicly owned or operated equipment used for data acquisition and system control (*e.g.*, irrigation, well monitoring, and traffic signal systems) are exempt. The proposed project, as part of a raw water conveyance system on Reclamation-owned or District-owned land operated for public benefit, should be exempt.

Proposed siting would provide for setback of more than 44 feet (110 percent of pole height). Figure 3 shows the proposed antenna siting, at a location which is approximately 150 feet from the north edge of pavement of Memorial Way. (Less than significant effect)

d) New sources of light or glare. One light pole is proposed adjacent to the proposed double-wide gate from Memorial Way. Figure 3 shows the siting of the proposed light pole approximately 20 feet from the north edge of pavement. The luminaire would be shielded with a full cut-off visor to avoid spill light and glare. (No impact)

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
II. AGRICULTURE AND FOREST RESOURCES					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.**—Would the project**					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	☐	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☐	☒

This section is not applicable because the project site is located in an urbanized area and entails replacement and addition of features in a raw water conveyance facility.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.**— Would the project:**					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria air pollutant for which the project region is non-attainment under an applicable federal, State, or regional ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in "other" emissions [of non-criteria air pollutants] (such as those leading to objectionable odors, for example) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Existing Setting

The Bay Area Air Quality Management District (BAAQMD) adopted the 2017 Clean Air Plan (2017 CAP) in April 2017. The 2017 CAP sets forth regulations and rules necessary to meet or maintain the applicable air quality standards for criteria air pollutants in the San Francisco Bay Area (SFBA). The SFBA is a non-attainment area for the federal 2008 and 2015 ozone (8-hour) standard. The SFBA also is a non-attainment area for the federal 2006 and 2012 $PM_{2.5}$ air quality standards. It is a marginal non-attainment area for the federal standard for ambient, ground-level ozone concentrations averaged over 8-hours.[1] See Table 1.

Thresholds of Significant Effect

For ozone precursors (ROG, NOx) and fine particulate matter (PM2.5) the emission threshold is 54 pounds per day or 10 tons per year for each of ROG, NOx, and exhaust PM2.5. For exhaust PM10 the threshold is 82 pounds per day or 15 tons per year. These thresholds apply separately to construction and post-construction operations.

For $PM_{2.5}$ and PM_{10} from exhaust and non-exhaust sources of fugitive dust during construction, basic control practices specified by the BAAQMD and listed in Table 2 routinely are implemented by the District. When so implemented, construction-related emissions of PM from engine exhaust and fugitive dust are considered by the BAAQMD to be less than significant.

[1] U.S. EPA, 2016. Federal Register, Vol. 81, No. 86, Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Several Areas for the 2008 Ozone National Ambient Air Quality Standards, May 4, 2016. https://www.govinfo.gov/content/pkg/FR-2016-05-04/pdf/2016-09729.pdf

Table 1
San Francisco Bay Area Air Quality Attainment Status
December 2022

Criteria Pollutant	Federal Attainment Status
Ozone (O_3), 0.080 ppm 8-hour (1997)	Attainment[8]
Ozone (O_3), 0.075 ppm 8-hour (2008)	Non-attainment (marginal)[3]
Ozone (O_3), 0.070 ppm 8-hour (2015)	Non-attainment (marginal)[6]
Nitrogen Dioxide (NO_2)	Attainment-Unclassified
Carbon Monoxide (CO), 8-hour	Attainment—Maintenance
Particulate Matter (PM_{10})	Attainment—Unclassified
Particulate Matter ($PM_{2.5}$), 35 µg/m^3 24-hour (2006, 2012)	Non-Attainment (moderate)[4,5]

Notes

NAAQS National Ambient Air Quality Standard or "standard" promulgated under the federal Clean Air Act.

Chronology

1 In 2008, USEPA revised the 8-hour ozone standard to 0.075 ppm from 0.080 ppm. The San Francisco Bay Area (SFBA) design values of 0.081 (2006-2008) and 0.078 ppm (2007-2009) did not meet the 2008 ozone standard.

2 On December 14, 2009, USEPA designated the SFBA as non-attainment for the 2006 24-hour $PM_{2.5}$ standard based upon violations of the standard over the three years 2006-2008.

3 Effective April 2012, U.S. EPA designated most of the SFBA as marginal non-attainment for the 2008 8-hour ozone standard.

4 On December 14, 2012, USEPA reduced the annual fine particles ($PM_{2.5}$) standard to 12 micrograms per cubic meter (µg/m^3) from 15 µg/m^3 and retained the 2006 24-hour fine particles standard of 35 µg/m^3. The agency also retained the existing standards for coarse particle pollution (PM_{10}).

5 The SFBA is designated as a moderate non-attainment area for 24-hour $PM_{2.5}$ The design value was 36 µg/m^3 (2006-2008). The current design value is 35 µg/m^3 (2019-2021).

6 In 2015, USEPA revised the 8-hour ozone standard to 0.070 ppm from 0.075 ppm. SFBA was designated a marginal non-attainment area with a design value of 0.074 (2014-2016). The current design value is 0.071 (2019-2021).

7 Effective December 18, 2020, USEPA reviewed air quality criteria and the national ambient air quality standards (NAAQS) for particulate matter (PM). With regard to the primary annual and 24-our $PM_{2.5}$ standards, the primary 24-hour PM_{10} standard, and the secondary $PM_{2.5}$ and PM_{10} standards, USEPA retained the standards without revision.

8 Effective July 29, 2021, the SFBA was designated as an attainment area for the revoked 1997 8-hour ozone NAAQS. The attainment date is June 15, 2007 with a design value of 0.080 parts per million (ppm) (2004-2006).

Table 2

Basic Air Pollution Control Practices for Construction Phase

The following control practices are considered by the BAAQMD to be adequate for control of exhaust PM and fugitive dust at construction sites such that resulting construction-phase emissions are deemed to be less than significant:

1. *All exposed surfaces (e.g., parking areas, staging areas, soil stockpiles, graded areas, and unpaved access driveways) 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 track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.*
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 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.*
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 BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.*

Source: BAAQMD, 2017. *California Environmental Quality Act Air Quality Guidelines*, adapted from Table 8-2.

Evaluation
Operations of the proposed project would entail periodic service, patrol, debris removal, and debris off-haul events. The equipment itself would be automated and driven by electricity. Other than vehicle exhaust related to periodic service, patrol, debris removal, and debris off-haul, air pollutant emissions would not be generated by the proposed project.

a) **Conflict with the 2017 Clean Air Plan (2017 CAP)**. The proposed project would not conflict with or obstruct implementation of the 2017 CAP.

b) **Cumulatively considerable net increase of criteria air pollutants for which the region is non-attainment**. The existing bar screen requires periodic service, patrol, and debris off-haul. The proposed SCADA system would enable remote monitoring thereby avoiding added travel for patrol. The proposed trolley rake is automated, and this would reduce travel for manual debris removal. Only debris load and off-haul events are expected to have a net increase in the peak season, to seven load and off-haul events per week from the non-automated three load and off-haul events per week currently.

   In the peak season, the proposed project could add eight trip ends per week (four roundtrips per week) for debris loading and off-haul. Loading would be performed using a skid steer, which is a small Bobcat type front-end loader.

   The projected increment of air pollutant emissions generated by added load and off-haul events is well below the thresholds of significant effect established by the BAAQMD, including those established for ozone precursors ROG and NOx. Incremental emissions of air pollutants from the added load and off-haul events is limited to emissions from a skid steer four (4) additional times per week and added debris haul travel up to eight (8) additional trip ends per week. Incremental emissions would be well below the applicable BAAQMD thresholds of significant effect for ROG, NOx, and PM.

c) **Expose sensitive receptors to substantial air pollution concentrations**. The proposed trolley rake would be powered by tie-in to grid electricity. On-site stationary sources such as combustion engines or electrical power generators are not proposed. Emissions added for periodic service, loading with a skid steer, and debris off-haul would be *de minimis*. Therefore, sensitive receptors would not be exposed to substantial air pollutant concentrations contributed by the proposed project.

d) **Emit non-criteria air pollutants**. The existing bar screen has been in place since 2002. Previous bar screens at the project site pre-dated 2002. The District and Ambrose Park Recreation and Park District have not received odor complaints from park users or passersby. Based upon previous experience with the existing facility, the proposed bar screen and trolley rake are not in a class of project that has potential for 1) creation of objectionable odors or 2) substantial emission of toxic air contaminants.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
IV. BIOLOGICAL RESOURCES— Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Existing Setting

The project site adjoins a transportation corridor to the north, a community park called Ambrose Park to the south and west, and undeveloped grassland to the east. Delta DeAnza Trail, SR4, and BART are located just north of the project site.

On August 19, 2022, the District's Environmental Consultant, Olberding Environmental, Inc., performed a pedestrian survey of the project site including additional area east and west of the Canal to assess vegetation and habitat values, and to assess the likelihood of presence/absence of special-status wildlife species. Ambrose Park to the south and southwest of the Canal has a riparian area that was assessed for habitat values. The riparian area is associated with Lawlor Ravine between the Willow Creek East and Willow Creek Central sub-watersheds. An agricultural trust property (APN 095-140-013-4), which adjoins the Canal and project site (see Figure 5), also was surveilled.

Seasonal wetland. A seasonal pond is located approximately 700 feet east of the project site on a 1-acre portion of a 15-acre parcel (APN 095-140-013-4). The remainder of this 15-acre parcel is an upland grassland which adjoins the Canal right-of-way. The pond is mapped as seasonal wetland in the East Contra Costa County Habitat

Conservation Plan and Natural Community Conservation Plan (HCP/NCCP or, simply, the "Plan").

The Plan illustrate land cover adjoining the Canal near the project site is as urban/future urban, grassland, and seasonal wetland. The project site adjoins the fringe of mapped core habitat of the San Joaquin Kit Fox (SJKF) but is located outside of mapped primary movement routes of the SJKF. The project site also adjoins a mapped area upland grassland on APN, 095-140-013-4,[2] which is potential migration and aestivation habitat of the California Red-Legged Frog (CRLF) but is located outside of mapped CRLF potential breeding habitat.

Pedestrian reconnaissance was performed by Olberding Environmental, Inc., to assess local conditions more precisely than possible with regional mapping in the Plan. Based upon the pedestrian survey, use of the project site for migration and aestivation by CRLF is very unlikely. The Canal right-of-way lacks grassland and suitable cover for Western Burrowing Owl (BUOW) and CRLF. In the Canal itself, water flow is too fast for CRLF. Impact of the proposed project on biological resources, therefore, is not expected.

Based upon the pedestrian reconnaissance by Olberding Environmental, Inc., the seasonal wetland/pond on APN 095-140-013-4 700 feet east of the project site was mostly dry on August 19, 2022. There may have been some moisture in the very center under the cattails and some refuge for California red-legged frog (*Rana aurora draytonii*), or CRLF, in the roots and shade of the surrounding trees. CRLF can survive seasonal ponds/wetlands if they have root wads or burrows that retain moisture throughout the dry season. This is a marginal CRLF habitat condition. Ideal habitat for CRLF consists of slow-moving perennial waters or intermittent creeks with deep plunge pools that contain some water throughout the summer dry season.

Upland grassland. Between the bank of the seasonal wetland on APN 095-140-013-4 and the project site, intervening land consists of undeveloped upland grassland, Delta De Anza Trail, and the Canal service road. Outside of the 1-acre seasonal wetland, the 14-acre remainder of APN 095-140-013-4 is mapped as grassland in the Plan.

CRLF will forage and migrate on upland grassland at night or during the rainy season, but require cover during day. If any CRLF are resident in the seasonal wetland on APN 095-140-013-4, upland habitat defined as critical for CRLF would include the area within 200 feet of the edge-of-wetland.[3] Most CRLF can be expected to be resident in aquatic environments or upland habitat within 400 feet of their aquatic site of residence. However, winter wet season migration events between aquatic sites have been reported in the literature in the range of 650 feet to 9,000 feet. Non-resident migrating CRLF can move overland 1,000 feet in 1-3 days. Migration of CRLF during periods of 1-2 months have been reported (Bulger, J.B., *et al*., 2003).

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2 APN 095-140-013-4, owned by Agricultural-Natural Resources Trust of Contra Costa County, consists of remainders of parcels taken for the widening of State Route 4 (SR4) *circa* 1994-1999.

3 USEPA, 2022. Habitat Definitions for California Red-Legged Frog, web page visited December 2022. https://www.epa.gov/endangered-species/habitat-definitions-california-red-legged-frog

Upland grassland also is habitat for San Joaquin Kit Fox (SJKF). The Plan includes mapping of primary movement corridors used by SJKF. These primary corridors are located a substantial distance south of the project site.

California Natural Diversity Database (CNDDB) Search. A search of the CNDDB shows that there are very limited species of invertebrates, fish, herptiles (amphibians and reptiles), birds, mammals, plants, and habitats in the vicinity. Special-status species for which CNDDB occurrences have been noted within approximately 1-mile of the project site.

- **Suisun Song Sparrow (*Melospiza melodia maxillaris*)**. The year-round range of the Suisun Song Sparrow is confined to tidal salt and brackish marshes located on the fringe of the Carquinez Strait and Suisun Bay east to Antioch. There is no suitable habitat for Suisun Song Sparrow on the project site.

- **Western Bumble Bee (*Bombus occidentalis*)**. The western bumble bee has three basic habitat requirements: suitable nesting sites for the colonies, nectar and pollen from floral resources available throughout the duration of the colony period (spring, summer and fall), and suitable overwintering sites for the queens (Jepson et al. 2014). The vicinity of the project site and, generally, the canal right-of-way lack rich floral resources and suitable nesting sites for the Western Bumble Bee.

- **Western Burrowing Owl (*Athene cunicularia ssp. Hypugaea*)**. Western Burrowing Owl (BUOW) require grassland with preferred low vegetation height and available rodent burrows for nesting. The project site lacks grassland habitat; however, it adjoins to a mapped grassland resource to the east. Due to proximity of the proposed staging area to this grassland, pre-construction survey for nesting birds will include survey for BUOW.

Thresholds of Significant Effect

Relevant thresholds include substantial modification of the habitat of endangered, 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. Depletion of riparian or wetland resources, interference with movement of species, and incidental take of rare or endangered, candidate, sensitive, or special-status species during construction could be considered as significant effects. Conflict with adopted plans or policies also could be considered among potential significant effects of a proposed project.

Habitat Conservation Plan. The project site is located within the inventory area of the East Contra Costa County HCP/NCCP (or, simply, the “Plan”). Reference to the Plan here is made solely for the purpose of disclosing information about biological resources. The District will obtain National Environmental Policy (NEPA) coverage for this project from Reclamation following completion of the CEQA review and before construction start. Avoidance measures including pre-construction surveys and

exclusion fencing will be implemented. No impact of the proposed project on biological resources is expected.

Relevant Policies of Contra Costa County. The General Plan expresses broad goals and policies for the entire County. The following are select General Plan goals and policies regarding protection and preservation of biological resources in the unincorporated area of the County.

Goal 8-E: To protect rare, threatened and endangered species of fish, wildlife, and plants, significant plant communities.

Policy 8-7: Important wildlife habitats which would be disturbed by major development shall be preserved, and corridors for wildlife migration between undeveloped lands shall be retained.

Policy 8-9: Areas determined to contain significant ecological resources, particularly those containing endangered species, shall be maintained in their natural state and carefully regulated to the maximum legal extent. Acquisition of the most ecologically sensitive properties within the County by appropriate public agencies shall be encouraged.

Policy 8-10: Any development located or proposed within significant ecological resource areas shall ensure that the resource is protected.

Evaluation

a) **Effects on special-status species due to habitat modification**. Riparian habitat within Ambrose Park is an intermittent drainage known as Lawlor Ravine. The 1-acre seasonal wetland on APN 095-140-013-4 is located approximately 700 feet east of the project site and is separated by upland grassland. Neither has obvious plunge pools which otherwise, if present, could support breeding by aquatic species such as CRLF. While migrating CRLF could traverse the grassland, the proposed project would not modify the mapped upland grassland, riparian habitat in Lawlor Ravine, or mapped seasonal wetland. The Canal is not habitat to any sensitive species such as CRLF or even Western Pond turtle given the fast-moving water within the Canal and the concrete structure which lacks vegetative cover.

   In summary, the proposed project would not modify upland grassland, seasonal wetland, or any of the habitats used by CRLF, Suisun Song Sparrow, Western Bumble Bee, Western Burrowing Owl, or San Joaquin Kit Fox. The proposed project also would not modify a primary movement corridors of the San Joaquin Kit Fox. (No impact)

b) **Riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations**. The proposed project would not have a substantial adverse effect on riparian habitat in Lawlor Ravine or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. No heritage trees (24 inches in

diameter measured at 4½ feet above natural or established grade) are in the area that otherwise, if present, could be affected by the proposed project. (No impact)

c) **Designated natural communities or federally protected wetlands**. The proposed project would not have a substantial adverse effect on locally designated natural communities or federally protected wetlands as defined by Section 404 of the federal Clean Water Act, including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption or other means. (No impact)

d) **Movement of native resident or migratory fish or wildlife**. As is standard practice by the District, a pre-construction nesting bird survey will be performed within 14 days of the start of construction. This survey specifically will include BUOW to assess whether any BUOW are present in the adjoining grassland near the project staging areas. If BUOW are found present, depending on proximity, non-disturbance buffers will be enforced.

   Depending on when construction is expected to occur, proposed project plans include provision of approximately 500 lineal feet of black silt fence, which will be trenched and placed along the District's existing chain link fence on the north side of the Canal (see Figure 5). The proposed temporary CRLF exclusion fence will create a temporary barrier between the construction site and the pond. This CRLF exclusion fence will be removed once construction has been completed. Additionally, the District will obtain National Environmental Policy (NEPA) coverage for this project from Reclamation following completion of the CEQA review and before construction start.

   In view of the planned surveys and provision of temporary CRLF exclusion fence, the proposed project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory corridors, or impede the use of native wildlife nursery sites. (Less than significant effect)

e) **Conflict with local policies or ordinances protecting biological resources**. Special-status species are not expected to be affected either during construction or during operation of the proposed project. Therefore, conflicts with local biological resource protection policies of the Contra Costa County General Plan are not expected. (No impact)

f) **Conflict with an adopted Habitat Conservation Plan**. The District will obtain National Environmental Policy (NEPA) coverage for this project from Reclamation following completion of the CEQA review and before construction start. Reclamation will perform its own Endangered Species Act (ESA) review prior to NEPA approval. (No impact)

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
V. CULTURAL AND PALEONTOLOGICAL RESOURCES—Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒	☐

Reclamation will prepare a Cultural review as part of its requirements under Section 106 of the National Historic Preservation Act and submit this review to the State Historic Preservation Office (SHPO) for its review. Based on recent Contra Costa Canal Title Transfer Studies there are no known sensitive archeological resources in the vicinity of MP 19.5. The Contra Costa Canal has been identified as an Historic Resource primarily due to its economic importance for the development of Central and Eastern Contra Costa County. The addition of the Ambrose Debris Screen and rack system does not affect the Historic Contra Costa Canal. Construction of the Ambrose screen is also not expected to impact any sensitive archeological resources.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
VI. ENERGY—Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒	☐

To assure that energy implications are considered during environmental review of discretionary project, CEQA requires consideration of potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy (see Public Resources Code section 21100(b)(3)). Section 15126.4(a)(1)(C) of the 2022 CEQA Guidelines states:

> *Energy conservation measures, as well as other appropriate mitigation measures, shall be discussed when relevant.*

Energy conservation implies that projects must be reviewed not only for cost effectiveness in dollars but also for energy effectiveness in units of energy consumption (*e.g.*, MWh, MMBTU, BBL).

As is routine District practice, construction contract procurement will provide consideration to contractors whose equipment includes Tier 4 and energy efficient models.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
VII. GEOLOGY AND SOILS— Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	☐	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒	☐
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐
f) Change substantially the topography or any unique geologic or physical features of the site?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
VIII. GREENHOUSE GAS EMISSIONS— Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Existing Setting

Contra Costa County's Climate Action Plan (CAP) is being updated in parallel with *Envision Contra Costa 2040* (General Plan update). The updated CAP will outline programs that show how the County will reduce GHG emissions in support of the State's adopted reduction target for 2030, which is to reduce GHG emissions 40 percent below 1990 levels by 2030.

The State's long-term goal is to reduce GHG emissions to 80 percent below 1990 levels by 2050. Executive Order (EO) B-55-18 calls for achieving "carbon neutrality" as soon as possible but no later than 2045. Carbon neutrality means a balance in which the rate of carbon dioxide (CO_2) emission equals the rate of CO2 removal by sequestration in forests, soils, and means other than acidification of (absorption in) ocean waters.

Thresholds of Significant Effect

The BAAQMD Board of Directors in April 2020 approved new thresholds of significant effect to align with the State's current GHG emission reduction targets. In general, the new thresholds apply to land use projects (*e.g.*, buildings, project-related transportation) and plans (*e.g.*, specific plans, master plans, other community-wide plans). To be considered as having a less-than-significant impact, such projects must either: 1) reduce unmitigated emissions to 40 percent below 1990 levels by 2030 and achieve carbon neutrality by 2045 or 2) demonstrate consistency with a local GHG emission reduction strategy that meets the criteria under CEQA Guidelines Section 15183.5(b).

Evaluation

In accordance with CEQA Guidelines, Section15064.4(b), the District, in determining the less-than-significant effect of the proposed project's GHG emissions, has focus its analysis on the reasonably foreseeable incremental contribution of the project to the effects of climate change. The District considered both the construction-phase emissions and incremental emissions added by debris loading and off-haul events.

a) Emissions of greenhouse gases (GHGs). The proposed project would replace an existing trash rack and would add an electrical trolley rake. The hoist would have a 5.4 horsepower (HP) electric motor, which would operate 1x daily during the peak season (June through September) and less frequently during the off-peak season. Indirect GHG emission from added consumption of electrical power would be *de minimis*.

Off-haul of debris collected by the rake could increase to 7x weekly from 3x weekly during the peak season. Incremental emissions of GHGs would result directly from more frequent debris loading and off-haul travel. Added GHG emission compared to the existing condition would be +15 to +17 MT CO_2e per year, depending on the access route. If the skid steer were towed by the dump truck, added GHG emission would be +14 to +15 MT CO_2e per year. Dump trucks emit so much more CO_2e per vehicle mile than pickup trucks that towing by the dump truck could not maintain GHG emission at the existing level. (Less than significant effect)

b) Conflict with plans or policies intended to reduce emission of GHGs. The District routinely participates in recycling of construction debris and organic materials from its construction projects and operations. Whenever feasible, debris collected from the proposed trolley rake would be off hauled for appropriate disposal as green waste. The proposed project would not impede planned reductions of emission of GHGs under the Contra Costa County CAP. (Less than significant effect)

Topics:		*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
IX.	**HAZARDS AND HAZARDOUS MATERIALS— Would the project:**					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒	☐
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create 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 for people residing or working in the project area?	☐	☐	☐	☒	☐
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒	☐
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving fires?	☐	☐	☐	☒	☐

Topics:		Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
X.	**HYDROLOGY AND WATER QUALITY— Would the project:**					
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion of siltation on- or off-site?	☐	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☐	☒	☐
e)	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?	☐	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	☐	☐	☐	☒	☐
h)	Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☐	☒	☐
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒	☐
j)	Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XI. LAND USE AND LAND USE PLANNING—Would the project:					
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒	☐
c) Have a substantial impact upon the existing character of the vicinity?	☐	☐	☐	☒	☐

Please refer to Section 1.C: Compatibility with Existing Zoning and Plans, page 12.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XII. MINERAL RESOURCES—Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
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?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XIII. NOISE—Would the project:					
a) Generate 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?	☐	☐	☒	☐	☐
b) Generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒	☐
c) For a project located in the vicinity of a private airstrip or an airport land use plan area, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☐	☒

Existing Setting

Outdoor noise in the vicinity of the project site is dominated by traffic noise from State Route 4 (SR4) and commuter train noise from BART. The BART tracks run locally between the eastbound and westbound lanes of SR4. Along the north side of SR4, the existing sound

wall is partial, west of the project site and terminating near the Delta DeAnza Trail. At approximately 2,000 feet from the freeway, both north and south of SR4, noise levels exceed 60 dBA (Pittsburg, City of, *Noise Element*, 2010).

At the project site, existing ambient day-night averaged noise levels (L_{dn}) are at least 70 dBA. At the nearest residences of Chestnut Drive L_{dn} are in the range 65–70 dBA.

The project site is located approximately 200 feet from the centerline of SR4. According to the Pittsburg Noise Element, the existing day-night average noise level at the project site can be expected to exceed 70 dBA.[4]

The Contra Costa County Noise Element outlines policies related to suitable outdoor noise environments. Outdoor day-night weighted average noise levels (L_{dn}) in excess of 60 dBA for low density single-family residential land uses, 65 dBA for multi-family residential land uses, and 70 dB for playgrounds and neighborhood parks may warrant noise abatement.

Contra Costa County Ordinance Code Title 7 – Building Regulations, Section 716-8.1004, limits grading operations to weekdays between the hours of 7:30 a.m. and 5:30 p.m. This is required for all grading activities located within 500 feet of residential and commercial occupancies. Four (4) existing single-family houses are located approximately 400-500 feet from the construction zone. They are the houses located at 2000, 2106, 2107, and 2111 2114 Chestnut Drive (see Figure 2).

Thresholds of significant effect
For vibration, thresholds of significant effect include the following:

1. **Onset cosmetic building damage**: At any nearby house, peak particle velocity (PPV) of 0.2 inches per second for vibration frequency of 1–10 Hz, or PPV of 0.2–0.6 in/sec at the house for vibration frequency of 10-50 Hz.

2. **Annoyance from barely palpable vibration**: At any nearby house, construction vibration having a PPV of 0.03 inches per second at the house, continuously or over an extended period.

Evaluation

a) Generation of noise levels in excess of standards. Operation of the proposed trolley rake would occur once per day, or less frequently. Trolley rake noise would be brief, lasting less than one hour each day.

During its infrequent operation, the proposed trolley rake would generate intermittent noise during raking. L_{eq} noise levels of 53 dBA at 50 feet from the 5.4-HP electric motor and 35 dBA at the nearest residences of Chestnut Drive are expected but only during operation of the trolley rake. Noise from intermittent operation the proposed trolley rake

4 See Pittsburg Noise Element, Figure 12-1: Existing Noise Contours.

would not conflict with relevant policies of Contra Costa County's General Plan Noise Element or Ordinance Code.

An unshielded 5.4-HP electric hoist motor could generate a noise level of 77 dBA at 3 feet. During intermittent operation, the proposed trolley rake would generate L_{eq} noise levels of 47 dBA at 100 feet from the 5.4-HP electric hoist motor and 40 dBA at the nearest residences of Chestnut Drive. Owing to existing ambient L_{dn} of 65 dBA at the nearest residential receivers and L_{dn} of 65–70 dBA at the nearest park receivers, the proposed project could add less than +0.1 dBA once per day during less than one hour.

Noise from the proposed trolley rake is not expected to be discernible and would not alter noise exposures at Ambrose Park, Chestnut Drive or El Pintado residences. Therefore, the proposed trolley rake would not cause periodic noise levels in excess of County's Noise Element compatibility standards. (Less than significant effect)

b) Groundborne vibration. Operation of the proposed trolley rake would not generate groundborne vibration. During construction, piles would be augered, formed, and cast in place. This construction method will avoid vibration from pile driving. A vibratory compactor would be used to prepare the ground before concrete is placed for the pads and before asphaltic concrete is placed for the apron and parking area.

At the nearest residences at 2000, 2106, 2107, and 2111 Chestnut Drive, owing to spreading loss and dampening by the soil over 400-500 feet of separation distance, vibration would be reduced substantially to a PPV of 0.005–0.01 in/sec, or lower. This range of vibration level is well below applicable thresholds of significant effect.

c) Airport/Airport land use plan or private airstrip. Not applicable.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XIV. POPULATION AND HOUSING— Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒	☐
b) Displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
XV. PUBLIC SERVICES— Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of or the 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 public services Including:	☐	☐	☐	☒	☐
Fire protection?	☐	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒	☐
Schools?	☐	☐	☐	☒	☐
Parks?	☐	☐	☐	☒	☐
Other public services or facilities?	☐	☐	☒	☐	☐

Existing Setting

The existing facility consists of a simple bar screen/trash rack constructed in 2002, which is ancillary to the Main Canal. The Main Canal serves as a raw water conveyance system. This portion of the Main Canal was reconfigured after widening of State Highway 4 to eight lanes from four lanes 4 lanes and with provision for future BART expansion between the eastbound and westbound travel lanes. The SR 4 widening was constructed during 1994-1999.

Thresholds of Significant Effect

Relevant thresholds for air quality, noise, biological resources, and other environmental considerations have been discussed elsewhere.

Evaluation

a) **Construction impact associated with the provision of a physically altered governmental facility**. Construction of the proposed project would emit a less-than-significant quantity of air pollutant emissions and would generate noise at less-than-significant levels at the nearest sensitive park and residential receivers. Potential impacts on species and other biological resources identified in the local HCP would be less than significant. (Less than significant effect)

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
XVI. RECREATION—Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of these facilities would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require new or expanded recreational facilities, the construction of which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

The proposed project is intended to improve safety and reliability. It would not change capacity of the Canal. The proposed project would not increase the use of Ambrose Park or accelerate physical deterioration of the park facilities. The proposed project would not induce a need for new or expanded recreational facilities.

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
XVII. TRANSPORTATION— Would the project:					
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	☐	☐	☐	☒	☐
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c) Substantially increase road hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment)?	☐	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒	☐

Existing Setting

The District currently operates a bar screen at milepost 19.5 of the main Canal. The existing system is serviced up to 3 times weekly in the peak season. Service consists of manual collection of debris, loading with a skid steer, and off-haul in a dump truck. Access to the existing bar screen is from West Leland Road and the Canal service road east of Bailey Road. Alternative access to the existing bar screen is via West Leland Road, South Broadway Avenue, and Memorial Way.

> **Haul routes**. The nearest solid waste recycling and transfer station is located at 1300 Loveridge Road In Pittsburg. The distance from the project site to the Contra Costa Waste Service recycling center and transfer station is approximately 5.1 miles. This distance applies for both the Memorial Way and Canal service road haul route alternatives.
>
> **Service route**. The District's corporation yard is located in Concord approximately 8.2 miles from the project site via Memorial Way. Via the Canal service road, the corporation yard is approximately 9.7 miles from the project site owing to circuity. The return trip to the corporation yard from the Contra Costa Waste Service recycling center and transfer station is approximately 13 miles.
>
> **Existing vehicle miles of travel (VMT)**. For manual, raking, loading, and debris hauling the estimated annual is VMT approximately 5,200 vehicle-miles per year.

Thresholds of Significant Effect

In accordance with CEQA Guidelines, Section 15064.3(a), vehicle miles of travel (VMT) generally is the most appropriate measure of transportation impact. VMT means the amount and distance of travel attributable to a project. The Guidelines address land use and transportation projects. Section 15064.3(b) less clearly applies to modifications of existing non-transportation infrastructure, such as the proposed project. Even so, the District has discretion under Section 15064(d) select an evaluation methodology and has elected to consider construction-phase and operations phase VMT semi-qualitatively relative to "No Action," which in this case is the same as the existing condition since the District already operates a bar screen at the project site and collects debris for off-haul.

Evaluation

a) **Conflict with a program plan, ordinance or policy addressing the circulation system**. The proposed project would not alter the existing circulation system. (No impact)

b) **Conflict with CEQA Guidelines Section 15064.3(b)**. The proposed project could add approximately 160 vehicle-miles of travel each week during the peak debris season (June through September). On an annual basis, the proposed project could add approximately +6,000 to +7,000 vehicle-miles per year, depending on the access route. If the skid steer were towed by the dump truck, the annual increase in VMT would be +1,600 to +2,000 vehicle-miles per year, depending on the access route.

Equipment needed to construct the proposed project includes a backhoe or small excavator, vibratory compactor, jack hammer, crane, auger drill rig, pavement roller, pick-up trucks, dump trucks or end dump, and cement trucks. Some of construction equipment (*e.g.*, backhoe or small excavator and crane) would be staged at the project site during the period it is needed. Other equipment such as construction worker pickup trucks, material haul trucks, cement trucks, auger drill rig, and pavement roller, would travel as needed from remote vendor sites. Offsite VMT during the construction-phase, therefore, would be *de minimis*. (Less than significant impact)

c) Road hazards. The proposed project would not alter road geometrics or visibility. The District currently has two alternative routes for access to the project site. Memorial Way is the more direct route and is preferred for ease of operations, energy efficiency, and lower air pollutant emissions.

A dump truck pickup with trailer for a skid steer (Bobcat) would continue to service the bar screen as presently is the case. This equipment has not presented a significant hazard for existing Ambrose Park visitors. However, adjacent land, which currently is undeveloped, is approved or planned for future residential developments consistent with the Bay Point/BART Station Area Specific Plan.

Ingress and egress to/from future residential developments should be designed with awareness of existing access needs including those of Ambrose Park and the District. If given the opportunity, the District will provide input for advance planning of the circulation system at the future housing developments. (Less than significant)

d) Emergency access. The District has alternative routes for access to the project site and does not propose to block traffic during construction or operations. The proposed project would not interfere with or otherwise impede emergency vehicle traffic. (No impact)

Topics:	*Potentially Significant Impact*	*Less Than Significant with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*	*Not Applicable*
XVIII. TRIBAL CULTURAL RESOURCES— **Would the project:**					
a) 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) 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)?r	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
(ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☐	☒	☐

Reclamation will consult with relevant tribes as part of its Section 106 review to comply with the National Historic Preservation Act. As stated in Section 5 above, the Contra Costa Canal is eligible for listing as a Historic Resource.

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XIX. UTILITIES AND SERVICE SYSTEMS— Would the project:					
a) Require or result in the construction or relocation of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas transmission or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that would serve or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Not Applicable
XX. WILDFIRE—If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair implementation of an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
b) Expose project occupants to air pollution from a wildfire or uncontrolled spread of a wildfire owing to slope, prevailing winds or other factors?	☐	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water supplies, 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 post-fire slope instability, runoff or drainage changes?	☐	☐	☐	☒	☐

Topics:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact	Not Applicable
XXI. MANDATORY FINDINGS OF SIGNIFICANCE—Would the project:					
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☐	☒	☐
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

Existing Setting

See previous discussions under the various environmental issue categories.

Thresholds of Significant Effect

See previous discussions under the various environmental issue categories.

Evaluation

(a) Resource Degradation and Depletion. The proposed project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. (No impact)

(b) Cumulative Considerable Effects. Other past projects and future foreseeable projects in the Canal alignment were considered. None of the District's projects has involved substantial additions to Reclamation's fee-owned right-of-way or expansion of the Canal by excavation and widening. The proposed project would be constructed within Reclamation's existing fee-owned right of way. Construction and operations would occur within the areas shown in Figures 2, 3, and 5. (No impact)

(c) Adverse Effects on Human Beings. The proposed project would implement basic control measures as required by the BAAQMD to minimize airborne dust and equipment exhaust during construction. The proposed project would add limited traffic once daily, seven days per week, during the peak debris and algae season (June through September). This is slightly more than the existing peak of once daily three days per week. During the off-peak season (October through May) the increase would be much less. Temporary construction and long-term operations noise and vibration would be less than significant. Proposed structures would not be massive and would not alter available views from Delta DeAnza Trail. (No impact)

3. MITIGATION MEASURES AND PROJECT ENHANCEMENTS

Mitigation Measures

The District will obtain National Environmental Policy (NEPA) coverage for this project from Reclamation following completion of the CEQA review and before construction start. The NEPA review by Reclamation will include its analysis of Endangered Species Act and Section 106 of the National Historic Preservation Act.

Project Enhancements

The District has included in its project description enhancements or provisions for superior environmental results. These will be incorporated into the plans and contract documents.

1. **Replacement of Existing Fence**. An existing galvanized steel chain link fence topped with 3-strand barbed wire along the south side of the Canal within the limits described herein and shown in Figure 3 will be replaced. The black vinyl coated replacement is intended to match the appearance of the existing fence at Ambrose Park. This is a voluntary good neighbor action to harmonize visual appearance with the adjacent park's existing fence.
2. **Pruning or Removal of Trees**. The proposed project may need to prune or remove a few trees or shrubs overgrowing the existing fence. Pruning or replacement of trees will be performed in accordance with the District's tree policy.
3. **Pre-Construction Survey**. As is routine practice by the District, a pre-construction bird nesting survey will be performed within 14 days of the start of construction. In addition to the routine species, the survey specifically will include observation of the adjoining grassland for potential forging or nesting BUOW. If any nesting or foraging BUOW is identified, appropriate non-disturbance buffers will be established and monitored by a qualified BUOW biologist. Restrictions established by the BUOW biologist will be observed by construction personnel.
4. **CRLF Exclusion Fence**. Assuming potential presence of CRLF, the District will require a qualified contractor to install up to 500 feet of black exclusion fence that will be trenched and placed along the District's existing chain link fence on the north side of the Canal, east of the construction zone (see Figure 5). The exclusion fence will be removed upon completion of the construction.
5. **Construction Dust and Exhaust Control.** As is routine practice by the District, basic control practices specified by the BAAQMD and listed in Table 2 (page 23) will be included in in plans and bid and contract documents and will be implemented by the District's construction contractor.

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5. REPORT CONTRIBUTORS

The following persons participated in preparation of this report.

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6. PUBLIC NOTICE AND COMMENT

Contra Costa Water District is releasing this Draft Mitigated Negative Declaration (MND) for the proposed bar screen replacement and trolley rake at Main Canal Milepost 19.5 in unincorporated Contra Costa County, California, on December 22, 2022.

Reviewing agencies, organizations and interested persons should focus on the content and accuracy of the Draft MND in discussing potential impacts upon the environment. Comments may be sent to CCWD during the review period (see below).

Copies of the Draft MND will be available for review on CCWD's website: https://www.ccwater.com/projects#CEQA or by contacting Mr. Mark A. Seedall, Principal Planner, at (925) 688 8119 or e-mail: mseedall@ccwater.com.

The Draft MND will be circulated for a 30-day review period. Persons responding are urged to submit their comments in writing. Written comments should be delivered to the CCWD's main office, at the address listed below, by no later than 4:30 p.m. on January 27, 2023. Submittal of written comments via e-mail (Microsoft Word or PDF format) also is acceptable. Questions regarding this Draft MND should be directed to Mr. Mark Seedall, Principal Planner, at (925) 688-8119 or e-mail: mseedall@ccwater.com.

A public hearing will be held by the CCWD Board of Directors on Wednesday, March 1, 2023, for the purpose of considering public comments regarding the Final MND. Both written comments and oral testimony from the public hearing will be part of the project record to be considered for adoption of the MND and approval of the project by the CCWD Board of Directors.

Contra Costa Water District
Attention: Mark Seedall, Planning Department
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