CEQA ENVIRONMENTAL CHECKLIST FORM

1.	**Project Title:**	Willow Pass Court Retail Center County File Number – CDLP20-02031
2.	**Lead Agency Name and Address:**	Contra Costa County Department of Conservation and Development 30 Muir Road Martinez, CA 94553
3.	**Contact Person and Phone Number:**	Stanley Muraoka, Principal Planner (925) 655-2876
4.	**Project Location:**	0 Evora Road, approximately 200 feet west of Willow Pass Road, in the Bay Point area of unincorporated Contra Costa County (Assessor's Parcel Number 099-210-027)
5.	**Project Sponsor's Name and Address:**	Evora Enterprises LP 821 Corporate Way Fremont, CA 94539
6.	**General Plan Designation:**	M-10 Willow Pass Business Park Mixed Use
7.	**Zoning:**	P-1 Planned Unit District

8. Description of Project: The proposed project is approval of a Land Use Permit for the proposed Willow Pass Court Retail Center including two new 3,530 square-foot and 1,370 square-foot drive-through quick service restaurants (QSRs) and a 2,334 square-foot general retail building on a graded 1.5-acre vacant lot. In addition to the buildings and drive-throughs, site improvements include 58 on-site parking spaces, trash enclosures, site lighting, drainage improvements, and landscaping.

The project includes a driveway through the site that connects to Evora Road to the south and the adjacent retail center to the north that is located at the southwest corner of the intersection of Willow Pass Road-Willow Pass Court and Evora Road. The driveway entrance on Evora Road would be roughly 380 feet southwest from the Willow Pass Road/Evora Road intersection.

The two QSRs would be located west of the driveway and the retail building would be located east of the driveway. The one-story QSRs and retail building to be constructed would be of a contemporary modern architectural style with exterior walls of painted cement plaster interspersed with glass windows and doors, and metal roofs. Landscaping including trees, shrubs, and groundcover would be

planted along the edges of the project site and throughout the interior accenting the QSRs and retail building, and the associated drive-throughs and parking areas.

9. **Surrounding Land Uses and Setting:** The project site is Lot 14 of the Willow Pass Business Park. The site is a graded pad that is regularly disked for fire prevention and weed control. Lots 12 and 13 are adjacent to the north and east of the site, respectively, Lot 15 is adjacent to the west of the site, and Evora Road is adjacent to the southeast of the site. Highway 4 is adjacent to the east of Evora Road. Lot 12 is developed with one drive-through QSR, Lot 13 is developed with a gas station with a car wash, a retail building that includes one drive-through QSR. Lot 15 is currently under construction with a private storage warehouse-museum.

   The Willow Pass Business Park project is located northwest of the intersection of Willow Pass Road and Evora Road, along the north side of Highway 4. The Business Park is bound by Evora Road, Evora Court, Highway 4 and the Concord Naval Weapons Station property to the south and west. The land located directly north and east of the Business Park consist of agricultural land that is mostly undeveloped rolling hills.

   When the Willow Pass Business Park was first established in 2006, the Business Park was graded into a number of graded pads to accommodate future development. Lot 14 is uphill from Evora Road and is a graded pad at an elevation of roughly 225 feet. Lots 12 and 13 are at an elevation of roughly 230 feet, and lot 15 is at an elevation of roughly 200 feet.

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

    Department of Conservation and Development, Building Inspection Division

    Department of Public Works

    Contra Costa County Fire Protection District

    Delta Diablo Sanitation District

    Contra Costa Water District

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

    In accordance with Section 21080.3.1 of the California Public Resources Code, a Notice of Opportunity to Request Consultation was both mailed and sent via email on March 7, 2024 to the Confederated Villages of Lisjan and the Wilton Rancheria, the two California Native American tribes that have requested notification of proposed projects within unincorporated Contra Costa County. Pursuant to Section 21080.3.1(d), there is a 30-day time period for the Confederated Villages of Lisjan and the Wilton Rancheria to either request or decline consultation in writing for this project. On March 11,

2024, the Confederated Villages of Lisjan submitted an email requesting copies of the environmental document. Confederated Villages also requested any cultural resource or archaeological reports, which are discussed in Environmental Checklist Section 5, Cultural Resources, and Environmental Checklist Section 18, Tribal Cultural Resources. On September 15, 2023, the Confederated Villages of Lisjan submitted an email stating that it wished to be contacted if any cultural resources or burial sites are encountered during ground disturbance. The mitigation measures included in Environmental Checklist Sections 5 and 18 respond to this request. To date, no response has been received from the Wilton Rancheria

Environmental Factors Potentially Affected

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

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

Environmental Determination

On the basis of this initial evaluation:

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

☒ I find that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

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

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Stanley Muraoka
Principal Planner
Contra Costa County
Department of Conservation & Development

May 13, 2024
Date

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
1. *AESTHETICS –* *Except as provided in Public Resources Code Section 21099,* **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 building within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

***SUMMARY**:*

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

Figure 9-1 (Scenic Ridges & Waterways) of the General Plan Open Space Element identifies the major scenic resources in the County. The project site is not located near any scenic ridgeways. Thus, the proposed project would not affect any views of any ridgeways.

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

The project site is located approximately 275 feet north of Highway 4, which is a designated scenic highway between Interstate 80 and Willow Pass Road - Port Chicago Highway, as identified on Figure 5-4 (Scenic Routes Map) of the General Plan Transportation and Circulation Element. The site, which is Lot 14 of the Willow Pass Business Park, is visible from the scenic highway portion of Highway 4 as a level terrace below and south of existing buildings on Lots 12 and east of the building under construction on Lot 15. The proposed project would include a 3,530 square-foot building, a 1,370 square-foot building, and a 2,334 square-foot building surrounded by driving aisles and parking areas. There would also be two trash enclosures. All buildings would be one-

story and designed similar to the buildings on Lots 12 and 13. In addition to the buildings, trash enclosures, driveways, and parking spaces, there would be landscaping both throughout the site and along the site boundaries. The landscaping includes trees and shrubs that, when mature, would be visible in views from Highway 4 such that views of the project site would be similar to views of developed Lots 12 and 13. Thus, the project impact on Highway 4 scenic resources would be less than significant.

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

The project site is bordered to the north and east by Lots 12 and 13, respectively, and to the west by Lot 15. Lots 12 and 13 are developed with QSRs of similar size to the three proposed QSRs on the site. A 90,000 square-foot warehouse-museum is under construction on Lot 15. The construction of three QSRs on the site would result in development similar to that on Lots 12 and 13. Although future views of the site would change, the offsite views would be similar to views of other lots of the Willow Pass Business Park, and therefore, the proposed project would have a less than significant adverse environmental impact on the existing visual character of the site and its surroundings.

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

The project includes light poles and building-mounted lights to provide exterior lighting of the parking areas and driving aisles. The project sponsor submitted a photometric plan that shows the lighting to be directed downward and away from offsite areas, with minimal light spill-over. Night views of the site from offsite locations would be comparable to night views of developed lots of the Willow Pass Business Park. Accordingly, the impact on nighttime views would be less than significant.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Open Space Element.*
- Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element.*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*
- Scenic Highways | Caltrans, 2024. *Scenic Highways Desig and Eligible AUG2019_a11y (1), California Department of Transportation.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
2. *AGRICULTURAL AND FOREST RESOURCES – Would the project:*				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?	☐	☐	☐	☒

***SUMMARY**:*

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ***(No impact)***

As shown on the California Department of Conservation's *Contra Costa County Important Farmland 2020* map, the project site is designated as grazing land and does not contain farmland designated "Prime", "Unique", or of "Statewide Importance". Construction of the project would therefore not result in any impacts related to the conversion of Prime Farmland, Unique Farmland or Farmland of Statewide importance to a non-agricultural use.

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

The project site is with the Willow Pass Business Park Planned Unit District and is not under a Williamson Act contract.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g) or conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?* ***(No impact)***

The project site is not considered forest land as defined by California Public Resources Code Section 12220 (g) or timberland as defined by California Public Resources Code Section 4526. The project site is within the Willow Pass Business Park P-1 Planned Unit District and the proposed use of Lot 14 for three QSRs is allowed on the Lot with a land use permit. Construction of the project would not result in the conversion or loss of forest resources.

d) *Would the project involve or result in the loss of forest land or conversion of forest land to non-forest use?* ***(No impact)***

As discussed above, the project site is not considered forest land.

e) *Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of farmland, to non-agricultural use?* ***(No impact)***

The project site is not currently used for agricultural production, and therefore, development of the project would not involve changes to the existing environment, which due to their location or nature would result in conversion of farmland to non- agricultural use. Furthermore, the project site has a General Plan Land Use designation of M-10 Willow Pass Business Park Mixed-Use and is zoned as the Willow Pass Business Park Planned Unit District. The project can be developed on the site with a land use permit. Thus, development of the project would not contribute to the conversion of adjacent farmland.

Sources of Information

- California Department of Conservation, Division of Land Resource Protection, 2024. *Contra Costa County Important Farmland 2020.*
- Contra Costa County General Plan, 2005-2020. Land Use Element.
- Contra Costa County Code, Title 8. Zoning Ordinance.

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

***SUMMARY**:*

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan?* ***(Less than significant with mitigation)***

The project site is within the San Francisco Bay Area Air Basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD) pursuant to the *2017 Bay Area Clean Air Plan: Spare the Air, Cool the Climate*. The *Clean Air Plan* serves as the regional Air Quality Plan (AQP) for the Air Basin for attaining National Ambient Air Quality Standards (NAAQS). The United States Environmental Protection Agency (EPA) is responsible for identifying nonattainment and attainment areas for each criteria pollutant within the Air Basin. The EPA has established NAAQS for six of the most common air pollutants—carbon monoxide, lead, ground level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide—known as "criteria pollutants". The Air Basin is designated as nonattainment for State standards for 1-hour and 8-hour ozone, 24-hour respirable particulate matter 10 micrometers or less in diameter (PM_{10}), annual PM_{10}, and annual particulate matter 2.5 micrometers or less in diameter ($PM_{2.5}$).

The primary goals of the AQP are to protect public health and protect the climate. The AQP identifies a wide range of control measures intended to decrease both criteria pollutants and greenhouse gas (GHG) emissions. The AQP also accounts for projections of population growth provided by the Association of Bay Area Governments (ABAG) and Vehicle Miles Traveled (VMT) provided by the Metropolitan Transportation Commission (MTC) and identifies strategies to bring regional emissions into compliance with federal and State air quality standards.

The BAAQMD does not provide a numerical threshold of significance for project-level consistency analysis with the regional AQP. Therefore, the following criteria will be used for determining a project's consistency with the AQP.

Criterion 1: Does the project support the primary goals of the AQP?

The primary goals of the AQP, are to:

- Attain air quality standards.
- Reduce population exposure to unhealthy air and protect public health in the Bay Area.
- Reduce GHG emissions and protect the climate.

A measure for determining whether the proposed project supports the primary goals of the AQP is if the project would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the air quality plans. This measure is determined by comparing project emissions to the significance thresholds identified by the BAAQMD for construction- and operation-related pollutants. These significance thresholds are discussed in Environmental Checklist Section 3.b below.

As discussed in Environmental Checklist Section 3.b, **if emissions control measures are not implemented, fugitive dust could be significant during grading and other earthwork on the project site, resulting in a potentially significant adverse environmental impact. Consequently, the applicant is required to implement mitigation measures Air Quality 1 and Geology and Soils 1 (discussed in Environmental Checklist Section 7.b).**

Implementation of the Air Quality 1 and Geology and Soils 1 mitigation measures would reduce the impact of fugitive dust during project construction to a less than significant level.

As discussed in Environmental Checklist Sections 3.b and 3.c, aside from fugitive dust, the proposed project would not significantly contribute to cumulative nonattainment pollutant violations or expose sensitive receptors to substantial pollutant concentrations.

Criterion 2: Does the project include applicable control measures from the AQP?

Another measure for determining whether a project is consistent with the AQP is to determine whether the project is inconsistent with the growth assumptions incorporated into the AQP and, thus, whether it would interfere with the region's ability to comply with federal and California air quality standards. The development of the AQP is based in part on the land use general plan determinations of the various cities and counties that constitute the Air Basin.

As discussed in Environmental Checklist Section 11.b, the proposed project is in the M-10 Willow Pass Business Park General Plan land use designation, and is allowed within the Willow Pass Business Park P-1 Planned Unit District with a land use permit. The M-10 General Plan land use designation is intended to allow for the construction of commercial development, including a wide range of light industrial, retail, office, and service-oriented uses. Thus, the intensification of land use on the project site as a result of the proposed project has been anticipated in the General Plan and would not directly or indirectly result in substantial unplanned population growth. Therefore, the overall development of the project site would generally be consistent with the growth assumptions incorporated into the AQP.

The AQP also assumes adherence to all mandatory regulations to reduce air pollution. To conform to the assumptions in the AQP, a project must be consistent with all applicable measures contained in the applicable AQP. The AQP contains 85 control measures to reduce air pollutants and GHG emissions at the local, regional, and global levels. Along with the traditional stationary, area, mobile source, and transportation control measures, the AQP contains several control measures designed to protect the climate, promote mixed-use, and compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources. The AQP also includes an account of the implementation status of control measures identified in the 2010 Clean Air Plan.

Table 1 lists the relevant AQP policies to the proposed project and evaluates the proposed project's consistency with the policies. As shown below, the proposed project would be consistent with applicable measures.

Table 1: Project Consistency with Applicable Clean Air Plan Control Measures

Control Measure	Project Consistency
Buildings Control Measures	
BL1: Green Buildings	**Consistent.** The proposed project would comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption. As such, the proposed project would not conflict with implementation of this measure.
BL4: Urban Heat Island Mitigation	**Consistent.** The proposed project would include 13,098 square feet of on-site landscaping and 953 square feet of off-site landscaping, consisting of a total of 3,541 square feet of stormwater bioretention area, which would serve to reduce stormwater runoff. Additionally, the proposed

Control Measure	Project Consistency
	project would include pervious parking spaces and the planting of 52 shade trees; hence, it would also reduce the urban heat island effect.
Energy Control Measures	
EN1: Decarbonize Electricity Generation	**Consistent.** The project applicant would, at a minimum, be required to conform to the energy efficiency requirements of the California Building Standards Code, also known as Title 24. For example, the proposed project would install 11 electric vehicle (EV) charging stations in compliance with Title 24 Standards. Furthermore, the proposed project would include high-efficiency indoor and outdoor lighting that would meet or exceed Title 24 requirements.
EN2: Decrease Electricity Demand	
Natural and Working Lands Control Measures	
NW2: Urban Tree Planting	**Consistent.** The proposed project would include 14,051 square feet of landscaping, consisting of 3,541 square feet of bioretention areas. The proposed project would also plant 52 trees. Plantings would include native species of trees, shrubs, and groundcover.
WA3: Green Waste Diversion	**Consistent.** The waste service provider for the proposed project will be required to meet the Assembly Bill (AB) 341, Senate Bill (SB) 939, and SB 1374 requirements that require waste service providers to divert green waste. In addition, AB 1383 went into effect on January 1, 2022, which aims to reduce organic waste disposal by 75 percent by 2025 and to secure 20 percent of surplus edible food for the food insecure by 2025. Republic Services provides green waste service for Contra Costa County and would provide separate organic waste disposal services to operating businesses resultant from the proposed project. All vegetation refuse generated during operations of the proposed project would be disposed of off-site.
WA4: Recycling and Waste Reduction	**Consistent:** The waste service provider for the proposed project will be required to meet the AB 341, SB 939, and SB 1374 requirements that

Control Measure	Project Consistency
	require recyclable waste to be recycled and remove 75 percent from the landfill waste stream.
Stationary Control Measures	
SS36: Particulate Matter from Trackout	**Consistent with mitigation.** Bay Area Air Quality Management District's (BAAQMD's) recommended mitigation measures for construction fugitive dust control would be implemented to reduce fugitive dust and trackout during project construction. In addition, mud and dirt that may be tracked out onto the nearby public roads during construction activities shall be removed promptly by the contractor based on BAAQMD's requirements. Therefore, **the proposed project would be consistent with this measure after implementation of mitigation measures Air Quality 1 and Geology and Soils 1**.
SS37: Particulate Matter from Asphalt Operations	**Consistent.** Asphalt used during the construction of the proposed project would be subject to BAAQMD Regulation 8, Rule 15-Emulsified and Liquid Asphalts. Although this rule does not directly apply to the proposed project, it does limit the reactive organic gas (ROG) content of asphalt available for use during construction through regulating the sale and use of asphalt. By using asphalt from facilities that meet BAAQMD regulations, the proposed project would be consistent with this Clean Air Plan measure.
Transportation Control Measures	
TR9: Bicycle and Pedestrian Access and Facilities	**Consistent.** The project site's frontage to Evora Road currently does not contain sidewalks. Evora Road does not contain any existing bicycle lanes. Tri-Delta Transit Route 201 has bus stops on Willow Pass Road located between the Willow Pass Road/Evora Road intersection and Highway 4 westbound off- and on-ramps. The proposed project would construct sidewalks along the Evora Road frontage, as well as provide pedestrian paths on-site for internal access. In addition, the proposed project would provide short-term bicycle parking on-site at each of the

Control Measure	Project Consistency
	proposed buildings. Therefore, the proposed project would not conflict with the BAAQMD's efforts to encourage planning for bicycle and pedestrian facilities.
Source: Bay Area Air Quality Management District., 2017. *Clean Air Plan*.	

In summary, **the proposed project would be in conflict with Stationary Control Measure SS36 (Particulate Matter from Trackout). Consequently, the applicant is required to implement mitigation measures Air Quality 1 and Geology and Soils 1.**

Implementation of the Air Quality 1 and Geology and Soils 1 mitigation measures would bring the proposed project into compliance with Stationary Control Measure SS36.

Criterion 3: Does the project disrupt or hinder the implementation of any AQP control measures?

The construction and operation of the two QSRs and general retail building would not include any feature or design that create conditions which could prevent the extension of adjacent transit, pedestrian, or bicycle facilities. In addition, the proposed project would provide internal circulation and pedestrian paths for internal access, and construct sidewalks on the project's frontage to Evora Road. As discussed previously, Evora Road does not contain any bicycle lanes and does not support a transit line. Furthermore, the addition of the proposed project's internal circulation and proposed improvements to Evora Road would not change or reduce the roadway width of Evora Road such that future bicycles or transit routes could not use Evora Road.

The proposed project would provide 58 parking spaces on-site, consistent with Contra Costa County Off-Street Parking Ordinance. Therefore, the proposed project would provide excessive parking.

As shown in Table 1 above, the proposed project would incorporate several AQP control measures as project design features, such as complying with energy efficiency standards contained in the California Building Code and maintaining landscaping across the project site.

As discussed above, **the proposed project would be in conflict with Stationary Control Measure SS36 (Particulate Matter from Trackout). Consequently, the applicant is required to implement mitigation measures Air Quality 1 and Geology and Soils 1.**

Implementation of the Air Quality 1 and Geology and Soils 1 mitigation measures would bring the proposed project into compliance with the AQP.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

This cumulative analysis focuses on whether the proposed project would result in cumulatively considerable emissions. The determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed the BAAQMD regional thresholds of significance for construction and operations on a project level. The thresholds of significance represent the allowable amount of emissions each project can generate without generating a cumulatively considerable contribution to regional air quality impacts. Therefore, a project that would not exceed the BAAQMD thresholds of significance on the project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts.

Construction Emissions

Construction Fugitive Dust. Fugitive dust (PM_{10} and $PM_{2.5}$) would be generated during earthmoving activities but would largely remain localized near the project site. The BAAQMD does not recommend a numerical threshold for fugitive dust particulate matter emissions. Instead, the BAAQMD bases the determination of significance for fugitive dust on considering the control measures to be implemented. If all appropriate emissions control measures are implemented for a project as recommended by the BAAQMD, then fugitive dust emissions during construction are not considered significant. However, **if emissions control measures are not implemented, fugitive dust could be significant during grading and other earthwork on the project site, resulting in a potentially significant adverse environmental impact**. Consequently, the applicant is required to implement the following mitigation measures.

Consequently, as discussed in Environmental Checklist Section 7.b, the applicant is required to implement mitigation measure Geology and Soils 1, which requires review and approval of a SWPPP, including dust control measures which are most appropriate for the project site.

In addition, the applicant is required to implement the following mitigation measure.

Air Quality 1: The following dust control measures, as recommended by the Bay Area Air Quality Management District (BAAQMD), shall be included on the construction drawings for the proposed project and implemented during construction:

- All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least two times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces.

- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard.
- All visible mud or dirt tracked out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- 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.
- 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 (ACTM) Title 13, Section 2485 of California Code of Regulations. Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with the manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The County and the construction contractor shall take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

Implementation of the Air Quality 1 and Geology and Soils 1 mitigation measures would reduce the impact of fugitive dust during project construction to a less than significant level.

Construction Air Pollutant Emissions: ROG, NO_X, PM_{10}, and $PM_{2.5}$**.** FirstCarbon Solutions prepared the *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise* in 2024 for the proposed project. FirstCarbon used the California Emissions Estimator Model (CalEEMod), Version 2022.1.1, to estimate the proposed project's construction emissions. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the BAAQMD for estimating project emissions. Estimated construction emissions are compared with the applicable thresholds of significance established by the BAAQMD to assess ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$ construction emissions.

FirstCarbon estimated construction of the proposed project to start in June 2025 and to conclude January 2026. According to FirstCarbon, if the construction schedule moves to later years, construction emissions would likely decrease because of improvements in technology and more

stringent regulatory requirements that would affect future construction equipment. The duration of construction activity and associated equipment represent a reasonable approximation of the expected construction fleet as required by CEQA Guidelines. As shown in Table 2, the proposed project would be constructed in a total of 170 workdays.

Table 2: Preliminary Construction Schedule

Construction Activity	Start Date	End Date	Working Days per Week	Total Number of Working Days
Site Preparation	6/2/2025	6/6/2025	5	5
Grading	6/9/2025	6/21/2025	5	10
Building Construction	6/23/2025	12/27/2025	5	135
Paving	12/29/2025	1/2/2026	5	5
Architectural Coating	1/5/2026	1/24/2026	5	15
Source: FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis, Appendix A.*				

FirstCarbon calculated pollutant emissions from the construction equipment accounting for the type of equipment, horsepower, and load factors of the equipment, along with the duration of use. Table 3 presents the average daily construction emissions compared with the BAAQMD's significance thresholds.

Table 3: Construction Emissions

Construction Activity	Air Pollutants[1] (tons/year)			
	ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Site Preparation	0.01	0.08	0.00	0.00
Grading	0.01	0.08	0.00	0.00
Building Construction	0.13	1.20	0.05	0.05
Paving 2025	0.00	0.03	0.00	0.00
Paving 2026	0.00	0.02	0.00	0.00
Architectural Coating	0.06	0.01	0.00	0.00
Total Emissions (tons)	0.20	1.42	0.06	0.05
Daily Average				
Total Emissions (lbs)	0.20	1.42	0.06	0.05

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Construction Activity	Air Pollutants[1] (tons/year) ROG	NO_X	PM_{10} (Exhaust)	$PM_{2.5}$ (Exhaust)
Average Daily Emissions (lbs/day)[2]	402.81	2,831.02	116.41	106.97
Significance Threshold (lbs/day)	**54**	**54**	**82**	**54**
Exceeds Significance Threshold?	**No**	**No**	**No**	**No**

Notes:
lbs = pounds
NO_X = oxides of nitrogen
PM_{10} = particulate matter 10 microns in diameter
$PM_{2.5}$ = particulate matter 2.5 microns in diameter
ROG = reactive organic gases
[1] Totals may not add up due to rounding. Calculations use unrounded totals.
[2] Calculated by dividing the total lbs of emissions by the total number of nonoverlapping working days of construction (170 workdays).
Source: FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis, Appendix A.*

As shown in Table 3, the construction emissions from all construction activities are below the recommended thresholds of significance; therefore, project construction would have less than significant impact related to emissions of ROG, NO_X, exhaust PM_{10}, and exhaust $PM_{2.5}$.

Operational Emissions

*Operational Air Pollutant Emissi*ons: ROG, NO_X, PM_{10}, and $PM_{2.5}$. Operational emissions would include area, energy, and mobile sources. Area sources include emissions from architectural coatings, consumer products, and landscape equipment, while energy sources include emissions from the combustion of natural gas for water and space heating. Mobile sources include exhaust and road dust emissions from the vehicles that would travel to and from the project site. Pollutants of concern include ROG, NO_X, PM_{10}, and $PM_{2.5}$.

The BAAQMD provides screening criteria based on project size to provide local lead agencies with a conservative indication of whether implementing a proposed project could result in generation of operational criteria air pollutants or precursors that exceed the thresholds of significance. To establish the screening thresholds, BAAQMD modeled each land use category to determine the maximum project size before exceeding any criteria air pollutant or precursor thresholds of significance. If a project meets the BAAQMD's screening criteria, its operational emissions (including mobile source emissions) would be below BAAQMD's thresholds of significance. The proposed project, including a 3,530 square-foot QSR, a 1,370 square-foot QSR, and a 2,334 square-foot general retail building, totaling 7,234 square feet of retail space would be below any retail

operational screening criteria established by the BAAQMD, and therefore would not generate criteria pollutant and precursor emissions in excess of the applicable thresholds of significance.

*Operational Carbon Monoxide Hotspot***.** The CO emissions from traffic generated by the proposed project are a concern at the local level. Congested intersections can result in the potential for high, localized concentrations of CO, known as a CO hotspot.

The BAAQMD recommends a screening analysis to determine whether a project has the potential to contribute to a CO hotspot. The screening criteria identify when site-specific CO dispersion modeling is necessary. The proposed project would result in a less than significant impact to air quality for local CO if all the following screening criteria are met.

1. *The project is consistent with an applicable Congestion Management Program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.*

   As discussed in Environmental Checklist Section 17, the proposed project would be expected to result in less than significant impacts related to VMT. Furthermore, a transportation impact analysis was prepared for the proposed project by TJKM Transportation Consultants as required by Implementation Measure 4-c of the Growth Management Element of the General Plan. In the 2021 *Traffic Operational Analysis Report*, TJKM identifies impacts at the Willow Pass Road/Evora Road intersection and the Willow Pass Road/Highway 4 westbound and eastbound ramps, and includes mitigation measures and intersection improvements that would result in less-than-significant project impacts. Department of Public Works staff will review and approve the 2021 *Traffic Operational Analysis Report* and 2024 *Transportation Assessment Addendum*, and will impose conditions of approval to implement the mitigation measures and intersection improvements, as appropriate. With the Public Works conditions of approval, the proposed project would not conflict with the Congestion Management Program.

2. *The project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.*

   TJKM studied three nearby intersections in the 2021 *Traffic Operational Analysis Report* and found that existing (2021) plus project traffic would experience less than 2,500 trips during peak hours at each intersection. Therefore, the proposed project would not increase traffic volumes to more than 44,000 vehicles per hour.

3. *The project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).*

   As discussed above, TJKM studied three nearby intersections and found that existing (2021) plus project traffic would experience less than 2,500 trips during peak hours at each intersection. Therefore, the proposed project would not increase traffic volumes to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited.

Based on the screening criteria, the proposed project would have a less than significant impact related to CO.

c) Would the project expose sensitive receptors to substantial pollutant concentrations? ***(Less than significant)***

The BAAQMD defines a sensitive receptor as the following: "Facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples include schools, hospitals, and residential areas." As specified by the BAAQMD, health risk and hazard impacts should be analyzed for sensitive receptors within a 1,000-foot radius of the project site.

Because the proposed retail project is not a sensitive receptor, the proposed project would not involve siting a new sensitive receptor within any recommended setback distance of any existing source of toxic air contaminant (TACs).

The closest existing sensitive receptors to the project site is the Driftwood subdivision approximately 1.05 miles northeast of the project site. In addition, the proposed project would not develop new sensitive receptors. Furthermore, Diesel Particulate Matter (DPM) emissions from construction equipment used for site grading, paving, and other construction activities would also be required to comply with all applicable BAAQMD rules and regulations. As such, the proposed project would be unlikely to expose sensitive receptors to substantial pollutant concentrations during the construction or operational phases of the project, and this impact would be less than significant.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

As stated in the BAAQMD 2022 Air Quality Guidelines, odors are generally regarded as an annoyance rather than a health hazard. The ability to detect odors varies considerably among the populations and is subjective. The BAAQMD does not have a recommended odor threshold for construction activities. However, the BAAQMD recommends operational screening criteria that are based on the distance between receptors and types of sources known to generate odors. For projects within the screening distances, the BAAQMD has the following threshold for project operations: An odor source with five or more confirmed complaints per year averaged over 3 years is considered to have a significant impact on receptors within the screening distance shown in Table 3-3 [of the BAAQMD's guidance].

Two circumstances have the potential to cause odor impacts:

1. A source of odors is proposed to be located near existing or planned sensitive receptors, or

2. A sensitive receptor land use is proposed near an existing or planned source of odor.

Projects that would site an odor source or a receptor farther than the applicable screening distance, shown in Table 4 below, would not likely result in a significant odor impact.

Table 4: Odor Screening Distances

Land Use/Type of Operation	Project Screening Distance
Wastewater Treatment Plant	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile

Land Use/Type of Operation	Project Screening Distance
Confined Animal Facility/Feed Lot/Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Source: Bay Area Air Quality Management District., 2017. *Clean Air Plan*.	

Project Construction

Diesel exhaust and ROGs would be emitted during construction of the proposed project, which may be objectionable to some persons; however, emissions would disperse rapidly from the project site and would be short-term and intermittent in duration and frequency. In addition, there are no sensitive receptors located within one mile of the proposed project. Therefore, project construction would not generate objectionable odors affecting a substantial number of people. As such, construction odor impacts would be less than significant.

Project Operation

As discussed above, the proposed project would not introduce sensitive receptors to the project site or the project area. Land uses typically associated with odors include wastewater treatment facilities, waste disposal facilities, agricultural operations, or other operations listed in Table 4. For a conservative analysis, a future tenant of the proposed project could include coffee roasting activities on the project site. However, as noted in Table 4, the BAAQMD has provided a 1mile odor screening distance for "Coffee Roaster" operations. As discussed above, the proposed project is located 1.05 miles from the nearest sensitive receptor. As such, the proposed project would not become a source of odors near existing or planned sensitive receptors. Therefore, odor-related impacts would be less than significant.

Sources of Information

- attachment-a_-proposed-final-cap-vol-1-pdf.pdf (baaqmd.gov), 2024. *Spare the Air, Cool the Climate, Final 2017 Clean Air Plan, Bay Area Air Quality Management District.*
- CEQA Thresholds and Guidelines Update (baaqmd.gov), 2024. *CEQA Thresholds and Guidelines Update, 2022 CEQA Guidelines, Bay Area Air Quality Management District*.
- FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. *BIOLOGICAL RESOURCES – Would the project:*				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
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 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?	☐	☐	☐	☒

***SUMMARY**:*

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

The Willow Pass Business Park is a mixed use commercial – light industrial development that consists of developed lots on Willow Pass Court and a on the north side of Evora Road and Highway 4. As described previously, Lots 12 and 13 adjacent to the north and east of the project site is developed with QSRs and a gas station. Lot 15 is adjacent to the west of the site is currently under construction with a private storage warehouse-museum. The site itself is a graded pad that is regularly disked for fire prevention and weed control. Accordingly, although the lot is vacant, it remains in disturbed state with no natural habitat. Between disking, vegetation on the project site consists of ruderal grassland. Consequently, there is no natural habitat on the project site or in the immediate vicinity, and it is unlikely that there would be any plant or animal species of concern that would be affected by the proposed project.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?* ***(No impact)***

There is no riparian habitat on or adjacent to the project site. If the project is approved, storm drainage improvements would be installed, including bio-retention basis that would connect to the storm drain in Evora Road. Thus, the project would not affect any riparian habitat.

c) *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?* ***(No impact)***

The project site is a vacant graded pad in a developed business park. The project site does not have any connection to any wetlands.

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

The project site is surrounded to the north and east by developed lots of the Willow Pass Business Park, and to the west by a lot on which a warehouse-museum is currently under construction and is adjacent to Evora Road and Highway 4 to the south. Therefore, the project site does not have any direct connection to an open space area and does include any established wildlife corridors.

Although the project site is currently vacant, the site is regularly disked for fire prevention and weed control. Therefore, it is not likely the site would provide nesting and foraging habitat.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(No impact)***

The Contra Costa County Tree Protection and Preservation Ordinance provides for the protection of certain trees by regulating tree removal while allowing for reasonable development of private property. On any developable, undeveloped property, the Ordinance requires tree alteration or removal to be considered as part of the project application. There are no trees on the project site. Therefore, the Tree Protection and Preservation Ordinance does not apply to the site.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? ***(No impact)***

There is one adopted habitat conservation plan in Contra Costa County, the East Contra Costa County Habitat Conservation Plan / Natural Community Conservation Plan (HCP/NCCP), which was approved in May 2007 by the East Contra Costa County Habitat Conservancy (ECCCHC). The ECCCHC is a joint exercise of powers authority formed by the Cities of Brentwood, Clayton, Oakley, Pittsburg, and Contra Costa County to implement the HCP/NCCP. The HCP/NCCP establishes a coordinated process for permitting and mitigating the incidental take of endangered species in eastern Contra Costa County. The Bay Point area is outside of the covered area for the HCP/NCCP, and therefore, the proposed project would not affect the HCP/NCCP.

Sources of Information

- Contra Costa County Code, Title 8. Zoning Ordinance.
- East Contra Costa County Habitat Conservancy, CA | Official Website (cocohcp.org), 2024. *East Contra Costa County Habitat Conservancy.*
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

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

***SUMMARY**:*

a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to California Environmental Quality Act Guidelines Section 15064.5? ***(No impact)***

There are no structures on the project site. Thus, there are no on-site historical resources, pursuant to Section 15064.5 of the CEQA Guidelines. There is no structure that:

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

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to California Environmental Quality Act Guidelines Section 15064.5? ***(Less than significant with mitigation)***

The project site is Lot 14 of the Willow Pass Business Park. The site has been graded, has been disked annually, and has no discernable archaeological features. The February 2002 Donaldson Associates Initial Study prepared for the annexation of the Willow Pass Business Park to the Delta Diablo Sanitation District cited the 1987 EIR prepared for the Lesher General Plan Amendment for the Business Park area and stated that there was a low possibility that prehistoric or historic cultural resources exist within the area. The August 2005 LSA Initial Study prepared for the Willow Pass Business Park reported that there were no known archeological resources on the property. Also, in its November 2004 letter, the California Historical Resources Information System states: "The proposed project area has a low possibility of containing unrecorded archaeological site(s). Therefore, no further study for archaeological resources is recommended."

Notwithstanding, **there is a possibility that buried archaeological resources could be present and accidental discovery could occur during grading and other earthwork on the project site, resulting in a potentially significant adverse environmental impact on archaeological resources**. Consequently, the applicant is required to implement the following mitigation measures.

Cultural Resources 1: The following Mitigation Measures shall be implemented during project construction.

a. A program of on-site education to instruct all construction personnel in the identification of archaeological deposits shall be conducted by a certified archaeologist prior to the start of any grading or construction activities.

b. If archaeological materials are uncovered during grading, trenching, or other on-site excavation, all work within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society for California Archaeology (SCA) and/or the Society of Professional Archaeology (SOPA), and the Native American tribe(s) that has requested consultation and/or demonstrated interest in the project site, have had an opportunity to evaluate the significance of the find and suggest appropriate mitigation(s) if deemed necessary.

Implementation of these mitigation measures would reduce the impact on archeological resources during project construction to a less than significant level.

c) *Would the project disturb any human remains, including those interred outside of formal cemeteries?* ***(Less than significant with mitigation)***

No human remains or cemeteries are known to exist within or near the project site: however, there is a possibility that human remains could be present on or near the project site and accidental discovery could occur. Consequently, **construction activities on the project site could result in a potentially significant impact due to disturbance of human remains.** Thus, the applicant is required to implement the following mitigation measure.

Cultural Resources 2: Should human remains be uncovered during grading, trenching, or other on-site excavation(s), earthwork within 30 yards of these materials shall be stopped until the County coroner has had an opportunity to evaluate the significance of the human remains and determine the proper treatment and disposition of the remains. Pursuant to California Health and Safety Code Section 7050.5, if the coroner determines the remains may those of a Native American, the coroner is responsible for contacting the Native American Heritage Commission (NAHC) by telephone within 24 hours. Pursuant to California Public Resources Code Section 5097.98, the NAHC will then determine a Most Likely Descendant

(MLD) tribe and contact them. The MLD tribe has 48 hours from the time they are given access to the site to make recommendations to the landowner for treatment and disposition of the ancestor's remains. The landowner shall follow the requirements of Public Resources Code Section 5097.98 for the remains.

Implementation of this mitigation measure would reduce the impact on human remains during project construction to a less than significant level.

Sources of Information

- California Historical Resources Information System, 2004. Letter: *GP04-0010, RZ04-3151, SD04-8918, DP04-3096 / Hwy 4 & Willow Pass Road / Thomas/DeNova LLC.*
- Donaldson Associates. 2002*. Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*

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

***SUMMARY**:*

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

The proposed project would use energy during project construction and project operation.

Construction

In the 2024 *Project Technical Analysis*, FirstCarbon estimated construction of the proposed project to start in June 2025 and to conclude January 2026. According to FirstCarbon, should the construction schedule would move to later years, construction energy demand would likely decrease because of improvements in technology and more stringent regulatory requirements as older, less efficient equipment is replaced by newer and cleaner equipment. The proposed project would require site preparation, grading, building construction, architectural coating, and paving activities. Project construction would require energy for the manufacture and transportation of building materials, preparation of the site (e.g., site clearing, and grading), and actual construction of the building. Petroleum-based fuels such as diesel fuel and gasoline would be the primary sources of energy for these tasks.

The types of on-site equipment used during construction of the proposed project could include gasoline- and diesel-powered construction and transportation equipment, including trucks, bulldozers, front-end loaders, forklifts, and cranes. FirstCarbon has estimated the construction equipment would consume an approximate total of 28,909 gallons of diesel fuel over the entire construction duration.

Fuel use associated with construction vehicle trips generated by the proposed project was also estimated; trips include construction worker trips, haul truck trips for material transport, and vendor trips for construction material deliveries. Fuel use from these vehicles traveling to the project site was based on (1) the projected number of trips the proposed project would generate

during construction, (2) average trip distances by trip type, and (3) fuel efficiencies estimated in the California Air Resources Board (ARB) Emissions Factors model (EMFAC) mobile source emission model. In total, FirstCarbon estimates the proposed project would generate 18,095 VMT and a combined 1,835 gallons of gasoline and diesel for vehicle travel during construction.

The proposed project's construction is not anticipated to result in unusually high energy use. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. Similarly, compliance with State regulations would limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, the overall construction schedule and process is already designed to be efficient to avoid excess monetary costs. For example, equipment and fuel are not typically used wastefully due to the added expense associated with renting the equipment, maintaining it, and fueling it. Therefore, the opportunities for further efficiency gains during construction are limited.

Operation

The two QSRs and general retail building would consume energy as part of building operations, such as building heating and cooling, and transportation activities from employees' and visitors' personal vehicles.

According to the U.S. Energy Information Administration, in 2018, QSRs consumed 326.8 thousand British Thermal Units (BTU) of major energy sources per square foot and general retail buildings consumed 119.3 thousand BTU of major energy sources per square-foot. Based on this data, the two QSRs on the project site of major energy sources would consume approximately 1,601 Million Metric British Thermal Units (MMBTU) and the general retail building would consume 227 MMBTU of major energy sources per year.

The buildings would be designed in accordance with California Code of Regulations Title 24, California's Energy Efficiency Standards for Non-residential Buildings, as applicable. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., heating, ventilation, and air conditioning [HVAC] and water heating systems), and indoor and outdoor lighting. For example, the proposed project would install 11 EV charging stations, as well as indoor and outdoor lighting fixtures compliant with Title 24 Standards.

Therefore, the proposed project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impact would be less than significant.

b) *Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?* ***(Less than significant with mitigation)***

Construction

The proposed project would result in energy consumption through the combustion of fossil fuels. Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations Title 13 Sections 2449(d)(3) and 2485 limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project would be required to comply with these regulations through the construction permit process with Contra Costa County. Therefore, the proposed project would result in less than significant impacts related to construction energy efficiency.

Operation

Electricity. The proposed project would be served with electricity provided by Pacific Gas and Electric Company (PG&E) or Marin Clean Energy (MCE). As MCE is an optional provider, PG&E has been described below. In 2022, PG&E obtained 38 percent of its electricity from renewable energy sources, while the remaining electricity was sourced from nuclear (49 percent), large hydroelectric (8 percent), and natural gas (5 percent). PG&E also offers a Solar Choice 50 percent option that sources 67 percent of its power mix from eligible renewable energy sources, and a Solar Choice 100 percent option that sources 96 percent of its power mix from eligible renewable energy sources. Therefore, the proposed project's electricity provider meets the State's current objective of 33 percent. The proposed project's electricity provider would also be required to meet the State's future objective of 60 percent of in-State electricity sales being generated from renewable energy sources by 2030. As such, the proposed project would not conflict with or obstruct the applicable plan for renewable energy or energy efficiency.

Climate Action Plan. The State of California has routinely adopted legislation to address climate change and clean energy production that has resulted in efforts to increase the efficiency of vehicles, buildings, and appliances and to provide energy from renewable sources. Locally, the Contra Costa County Board of Supervisors adopted the *Contra Costa County Climate Action Plan* in December 2015. As discussed in Environmental Checklist Section 8 below, the proposed project is consistent with applicable measures for new nonresidential development in the *Climate Action Plan*, except for Energy Efficiency and Conservation Measure EE-5: Support the statewide transition to net zero energy construction for new residential buildings by 2020 and new nonresidential buildings by 2030. As described in Environmental Checklist Sections 8.a and 8.b, **the proposed project would require natural gas use for its quick serve (fast food) components. This conflict with the Climate Action Plan would have a potentially significant adverse environmental impact. Consequently, the applicant is required to implement mitigation measure Greenhouse Gas 1.**

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Implementation of this mitigation measure would reduce the conflict with the *Climate Action Plan* to a less than significant level.

Sources of Information

- Contra Costa County, 2015. *Climate Action Plan.*
- FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
7. *GEOLOGY AND SOILS – Would the project:*				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUMMARY:

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ***(Less than significant)***

The California Geological Survey (CGS) has delineated Alquist-Priolo (A-P) zones along the known active faults in California. The nearest fault considered active by CGS is the Concord fault, which is mapped approximately 3 miles northwest of the project site; however, because the site is not within the Concord A-P zone, the risk of fault rupture is generally regarded as very low. Also, the U.S. Geological Survey (USGS) issued a color, digitized bedrock geology map of Contra Costa County in 1994. This map is based on the compilation of previously published maps, along with thousands of person-hours of field work, resolving geologic problems. As shown on the USGS map, the Clayton fault is mapped along the eastern/northeastern boundary of the project site; however this fault is not considered active by the CGS. Thus, the risk of surface fault rupture can be considered to be less-than-significant.

ii) Strong seismic ground shaking? ***(Less than significant)***

Mapping of the U.S. Geological Survey (USGS) indicates that the project site is underlain by surficial deposits that accumulated on the valley floor during the past 11,000 years±. (i.e., alluvial fan and fluvial deposits of Late Pleistocene age), with bedrock mapped in the extreme eastern portion of the site. The project site and land in the Willow Pass Business Park was graded approximately 15 years ago under a grading permit issued by the County to DeNova Homes. Currently the site is a graded. The Safety Element of the General Plan classifies earthquake damage susceptibility as a function of ground conditions. Figure 10-4 (Estimated Seismic Ground Response) of the General Plan Safety Element identifies the site in an area rated “moderately low” damage susceptibility (i.e., structures on firm, dry alluvium can be expected to perform satisfactorily). However, ground conditions can vary from site to site; areas where the water table is shallow are considered potentially hazardous. The risk of structural damage from ground shaking is regulated by the Building Code and the County Grading Ordinance. The Building Code requires use of seismic parameters which allow the structural engineer to design buildings to be based on soil profile types and proximity of faults deemed capable of generating strong/violent earthquake shaking. Quality construction, conservative design and compliance with building and grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from seismic ground shaking would be considered to be less than significant.

iii) Seismic-related ground failure, including liquefaction? ***(Less than significant)***

The project site is located within the Honker Bay Seismic Hazard Zone (SHZ) map of the Honker Bay quadrangle that was issued by the CGS in 2019. The provisions of the SHZ Mapping Act can be found in the California Public Resources Code, Chapter 7.8, Sections 2690-2699.6. This law is similar in many respects to the Alquist-Priolo Earthquake Fault Zone Mapping Act, which has been implemented by the County for the past 40+ years. However, SHZ maps identify areas that are considered to be at risk of earthquake triggered landslides and liquefaction. The SHZ map shows that the project site is not located within an area of earthquake triggered landslide displacement or within a liquefaction zone. Accordingly, the environmental impact from seismic-related ground failure would be considered to be less than significant.

iv) Landslides? ***(No impact)***

In 1975 the U.S. Geological Survey (USGS) issued photointerpretive maps of Contra Costa County showing the distribution of landslide and other surficial deposits. The USGS mapping is presented on Figure 10-6 (Geologic (Landslide) Hazards) of the General Plan Safety Element. According to this map, which was prepared by an experienced USGS geologist, landsliding is not a potential hazard for this site.

b) Would the project result in substantial soil erosion or the loss of topsoil? ***(Less than significant with mitigation)***

According to the Soil Survey of Contra Costa County, the soil series mapped on the site is the Altamont-Fontana complex (30 to 50 percent slopes). The Altamont-Fontana complex is characterized by runoff that is medium to rapid, and the hazard of erosion is moderate to high. As discussed in the August 2005 LSA Initial Study prepared for the Willow Pass Business Park, the potential for soil erosion and loss of topsoil is greatest during the period of earthwork activities and between the time when earthwork is completed and new vegetation is established, or asphalt is laid. Thus, **soil erosion could occur during grading and other earthwork on the project site, resulting in a potentially significant adverse environmental impact.** Consequently, the applicant is required to implement the following mitigation measure.

Geology and Soils 1: Prior to the issuance of a grading or building permit, whichever occurs first, the applicant shall submit a Stormwater Pollution Prevention Plan (SWPPP) and an Erosion Control Plan for review and approval by the Department of Conservation and Development, Building Inspection Division (BID) and by the Department of Public Works. The SWPPP shall identify the "best management practices" that are most appropriate for the site, and the "Erosion Control Plan" shall provide the details of the erosion control measures to be applied on the site and maintained throughout the winter rainy season. In addition, the SWPP shall include dust control measures which are most appropriate for the project site. These

measures may include, but would not be limited to, watering or seeding disturbed areas, covering stockpiles of dirt or aggregate, or other soil stabilization practices.

Implementation of this mitigation measure would reduce the impact of soil erosion during project construction to a less than significant level.

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

As evaluated in Environmental Checklist Section 7.a.iii above, the project site is not located within an area of earthquake triggered landslide displacement or within a liquefaction zone. Also, as evaluated in Environmental Checklist Section 7.a.iv above, landsliding is not a potential hazard for the site. Furthermore, compliance with County and State building and grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from an unstable geologic unit or soil would be considered to be less than significant.

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

As discussed in Environmental Checklist Section 7.b, the soil series that occurs on the project site is the Altamont-Fontana complex (30 to 50 percent slopes). The Soil Survey of Contra Costa County characterizes the engineering properties of this soil as highly expansive and highly corrosive.

Expansive soils are soils that expand when water is added and shrink when they dry out. This continuous change in soils volume causes homes and other structures to move unevenly and crack. Regarding the corrosion hazard, testing is needed to determine if metal and/or concrete that is in contact with the ground is subject to damage associated with the long-term exposure to corrosive soils. The risks of damage associated with these adverse engineering properties of the soils can be avoided or minimized by proper site preparation work, in combination with foundation and drainage design that is sensitive to the prevailing soils conditions. Additionally, there is an unknown, but possibility significant, risk of undocumented fill on the site, including buried structures (e.g., septic tanks, utility lines). Existing fill, if present, may have adverse engineering properties and will warrant corrective grading and/or removal from the site. Thus, **expansive and corrosive soils on the project site could result in potentially significant impacts on the proposed project**, including construction of the two QSRs and general retail building, the driveway drive-throughs, parking spaces, and site improvements. **Consequently, the applicant is required to implement mitigation measures Geology and Soils 2, 3, 4, and 5**.

Geology and Soils 2: Prior to the issuance of a grading or building permit, whichever occurs first, the applicant sponsor shall submit a comprehensive geotechnical report that (i) references proposed grading, drainage and any foundation plans for the project, and (ii) is based on adequate subsurface exploration, laboratory testing of samples and engineering evaluation of the data gathered. The scope of the geotechnical investigation shall address the full range of potential "Geology & Soils" hazards addressed by State CEQA Guidelines. Regarding soils conditions, the scope of the investigation shall evaluate the following potential hazards: (i) expansive soils, (ii) corrosive soils, and (iii) undocumented fill. Recommendations shall be provided to mitigate any hazards that are confirmed to be present on the project site. Additionally, the report shall include evaluation of (iv) siting and design of the proposed bio-retention planters and the retaining walls. their effect on planned improvements, (v) provide prevailing California Building Code seismic parameters. The required report shall provide specific criteria and standards for site grading, drainage and foundation design based on adequate subsurface data.

Geology and Soils 3: The geotechnical report required in Geology 1 shall be subject to review by the County Peer Review Geologist, and review and approval by the Department of Conservation and Development, Community Development Division (CDD). Improvement, grading, and building plans shall carry out the recommendations of the approved report.

Geology and Soils 4: The geotechnical report required in Geology 1 routinely includes recommended geotechnical observation and testing services during construction. These services are essential to the success of the project. They allow the geotechnical engineer to (i) ensure geotechnical recommendations for the project are properly interpreted and implemented by contractors, (ii) allow the geotechnical engineer to view exposed conditions during construction to ensure that field conditions match those that were the basis of the design recommendations in the approved report, and (iii) provide the opportunity for field modifications of geotechnical recommendations with the BID approval, based on exposed conditions. The monitoring shall commence during clearing, and extend through grading, placement of engineered fill, installation of recommended drainage facilities, and foundation related work. A hard hold shall be placed by the CDD on the "final" grading inspection for each QSR/retail building, pending submittal of a report from the project geotechnical engineer that documents their observation and testing services during grading and drainage related improvements and the monitoring services associated with implementation of foundation-related geotechnical recommendations. The geotechnical monitoring shall include any pier hole drilling/ foundation preparation work/ installation of drainage improvements.

Geology and Soils 5: All grading, excavation and filling shall be conducted during the dry season (April 15 through October 15) only, and all areas of exposed soils shall be revegetated to minimize erosion and subsequent sedimentation. After October 15, only erosion control work shall be allowed by the grading permit. Any modification to the above schedule shall be subject to review and approval by the BID Grading Section.

Implementation of these mitigation measures would reduce the impacts of expansive and corrosive soils to less than significant levels.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ***(No impact)***

As described previously, the soil series that occurs on the project site is the Altamont-Fontana complex (30 to 50 percent slopes). The permeability of the soil is slow to very slow and hence have limitations for use as a septic system leach field. However, the project is within the area served by the Delta Diablo Sanitation District. There will be no septic system within the project.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Less than significant with mitigation)***

Although there are no known unique paleontological resources or geologic features on the project site, there is a possibility that buried fossils and other paleontological resources or hidden geologic features could be present and **accidental discovery could occur during grading and other earthwork on the site, resulting in a potentially significant impact on unique paleontological resources and geologic features. Thus, the applicant is required to implement the mitigation measures of Cultural Resources 1.**

Implementation of these mitigation measures would reduce the adverse environmental impact on the unique paleontological resources or geologic features to a less than significant level.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Safety Element.*
- Darwin Myers Associates, 2024. *Geologic Peer Review / CDLP20-02031, DMA Project 3003.24.*
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- United States Department of Agriculture, Soil Conservation Service, 1977. *Soil Survey of Contra Costa County, California.*
- Web Soil Survey - Home (usda.gov), accessed May 2, 2024. *USDA Web Soil Survey*.

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

***SUMMARY**:*

a) Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***(Less than significant with mitigation)***

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

Both construction and operational activities have the potential to generate GHG emissions. The proposed project would generate GHG emissions during temporary (short-term) construction activities such as demolition and grading, running of construction equipment engines, movement of on-site heavy-duty construction vehicles, hauling of materials to and from the project site, asphalt paving, and construction worker, vendor, and haul truck motor vehicle trips.

Long-term operational GHG emissions would result from project-generated vehicular traffic, on-site combustion of natural gas, operation of any landscaping equipment, off-site generation of electrical power over the life of the proposed project, the energy required to convey water to and wastewater from the project site, and the emissions associated with the hauling and disposal of solid waste from the project site.

As discussed in Environmental Checklist Section 3.b, the BAAQMD provides screening criteria based on project size to provide local lead agencies with a conservative indication of whether implementing a proposed project could result in generation of operational criteria air pollutants or precursors that exceed the thresholds of significance. Based in the construction and operational screening criteria, the proposed project. would not generate criteria pollutant and precursor emissions in excess of the applicable thresholds of significance. However, The proposed project would require natural gas use in the QSRs and any food service tenants in the general retail

building. Over time, **natural gas use on the project site would contribute to cumulative GHG emissions and would be a potentially significant adverse environmental impact.** Consequently, the applicant is required to implement the following mitigation measure to reduce project GHG emissions.

> **Greenhouse Gas 1**: Prior to the issuance of a building permit, the applicant shall show on the plans all electricity pre-wiring necessary so that the buildings are ready for future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future.

Implementation of this mitigation measure would reduce the impacts of project GHG emissions to a less than significant level.

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

The 2015 *Contra Costa County Climate Action Plan* outlines the County's strategy to address the challenges of climate change by reducing local GHG emissions while improving community health. In addition, the *Climate Action Plan* forecasts the potential GHG emissions and estimated GHG reductions from proposed measures through 2035. Therefore, the *Climate Action Plan* meets the CEQA requirements for developing a qualified GHG reduction strategy and is consistent with the BAAQMD guidance on preparing a qualified GHG reduction strategy. A qualified reduction strategy provides CEQA tiering (streamlining) benefits to subsequent development projects that are consistent with the *Climate Action Plan*. The *Climate Action Plan* is structured around the following six topic areas: energy efficiency and conservation, renewable energy, land use and transportation, solid waste, water conservation, and government operations. This is accomplished by providing the scientific, regulatory, and public health framework for addressing climate change and GHG emissions at the local level.

Table 5 illustrates the proposed project's consistency with the measures in the *Climate Action Plan*.

Table 5: Contra Costa County Climate Action Plan Consistency

Applicable Goals	Measures	Consistency Analysis
Energy Efficiency and Conservation		
Increase energy efficiency in residential and	**EE-1:** Provide opportunities for nonresidential buildings to become more energy efficient.	**Consistent.** The proposed project would comply with the California Building Code and the most recent adopted version of the

Applicable Goals	Measures	Consistency Analysis
commercial building stock and reduce community-wide electricity and natural gas use.	**EE-4:** Reduce urban heat islands through vegetation management and cool surfaces.	Building Energy Efficiency Standards. This would improve energy efficiency in the proposed residential homes compared to existing conditions. In addition, the proposed project would include landscaping and storm retention areas with native vegetation, which would reduce the urban heat island effect.
	EE-5: Support the statewide transition to net zero energy construction for new residential buildings by 2020 and new nonresidential buildings by 2030	**Consistent with Mitigation:** The proposed project would require natural gas use for its quick serve (fast food) components. However, the proposed project would be consistent with this transition to net zero energy by 2030 by including all electricity pre-wiring necessary so that the building is ready for a future retrofit to all-electric supply infrastructure sufficient to replace natural gas use in the future. Therefore, **the proposed project would be consistent with this measure after implementation of mitigation measure Greenhouse Gas 1.**
Renewable Energy		
Increase the production of renewable energy from small-scale and commercial-scale renewable energy installations.	**RE-1:** Promote installation of alternative energy facilities on homes and businesses	**Consistent.** The proposed project would install a PV rooftop solar system in accordance with the requirements contained in Title 24 of the California Building Code, which would increase renewable energy production compared to existing conditions.
Land Use and Transportation		
Reduce transportation emissions.	**LUT-1:** Maintain and expand access to goods, services, and other destinations through increased transportation alternatives (mobility improvements) and improved proximity (land use improvements).	**Consistent.** The proposed project would construct sidewalks along this frontage, as well as provide pedestrian paths on-site for internal access. In addition, the proposed project would provide short-term bicycle parking on-site at each of the proposed buildings. Therefore, the proposed project would increase mobility improvements.
	LUT-2: Expand the use of alternative fuels in vehicle travel.	**Consistent.** The proposed project would comply with the CALGreen 2022 update,

Applicable Goals	Measures	Consistency Analysis
		which includes mandatory nonresidential measures for site development electric vehicle (EV) charging under Section 5.106.5.3 Electric Vehicle Charging.
	LUT-4: Reduce vehicle miles traveled.	**Consistent**. According to the project-specific Transportation Assessment Memorandum, the project would be expected to result in less than significant impacts related to Vehicle Miles Traveled (VMT). Therefore, the proposed project would reduce VMT per applicable County thresholds.
Waste Reduction and Recycling		
Increase recycling and composting inthe commercial sector.	**W-1:** Develop a waste reduction strategy to increase recycling and reuse of materials.	**Consistent**. The waste service provider for the proposed project will be required to meet Assembly Bill (AB) 341, Senate Bill (SB) 939, and SB 1374 requirements that require waste service providers to divert green waste. In addition, AB 1383 went into effect on January 1, 2022, which aims to reduce organic waste disposal by 75 percent by 2025 and to secure 20 percent of surplus edible food for the food insecure by 2025. Republic Services provides green waste service for Contra Costa County and would provide separate organic waste disposal services to operating businesses at the project site. All vegetation refuse generated during operations of the proposed project would be disposed of off-site.
Water Conservation		
Conserve water.	**WE-1:** Reduce water demand.	**Consistent**. The proposed project would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems. In addition, the proposed project would include landscaping composed of native plant species that would reduce water demand compared to traditional landscaping.
Source: Contra Costa County. 2015. *Contra Costa County Climate Action Plan*.		

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

As shown in Table 5: , the proposed project would be consistent with all applicable *Climate Action Plan* goals and measures, except for Energy Efficiency and Conservation Measure EE-5: Support the statewide transition to net zero energy construction for new residential buildings by 2020 and new nonresidential buildings by 2030. As described in Environmental Checklist Section 8.a, **the proposed project would require natural gas use for its quick serve (fast food) components. This conflict with the Climate Action Plan would have a potentially significant adverse environmental impact. Consequently, the applicant is required to implement mitigation measure Greenhouse Gas 1.**

Implementation of this mitigation measure would reduce the conflict with the *Climate Action Plan* to a less than significant level.

Sources of Information

- attachment-a_-proposed-final-cap-vol-1-pdf.pdf (baaqmd.gov), 2024. *Spare the Air, Cool the Climate, Final 2017 Clean Air Plan, Bay Area Air Quality Management District.*
- CEQA Thresholds and Guidelines Update (baaqmd.gov), 2024. *CEQA Thresholds and Guidelines Update, 2022 CEQA Guidelines, Bay Area Air Quality Management District*.
- Contra Costa County, 2015. *Climate Action Plan.*
- FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
9. HAZARDS AND HAZARDOUS MATERIALS – *Would the project:*				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 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 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 or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

***SUMMARY**:*

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

The two QSRs and general retail building would be constructed subsequent to approval of the land use permit. There would be associated use of fuels and lubricants, paints, and other construction materials during the construction period. The use and handling of hazardous materials during construction would occur in accordance with applicable federal, state, and local laws, including California Occupational Health and Safety Administration (Cal/OSHA) requirements. With compliance with existing regulations, the project would have a less than significant impact from construction.

Use of the QSRs and retail building for hazardous materials storage or transport is subject to Chapter 84-63 of the County Code (Land Use Permits for Development Projects involving Hazardous Waste or Hazardous Material). The project sponsor does not anticipate the use of the buildings for storage of hazardous materials and does not foresee the transport of hazardous materials to and from the facility, and therefore, has not submitted an application for either a determination of noncoverage (exemption) or a land use permit pursuant to Chapter 84-63.

Normal project operation would involve the routine transport, use, and disposal of hazardous materials in very small quantities as they relate to business use of the buildings (e.g., window cleaner, wall and flooring cleaner). Contra Costa County regulates hazardous materials disposal, and building tenants would be responsible for proper handling and disposal of hazardous materials. Because any hazardous materials used for retail operations would be anticipated to be in small quantities, long-term impacts associated with handling, storing, and dispensing of hazardous materials from project operation would be less than significant.

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

As described above, construction and operation of the QSRs and general retail building would be expected to involve very small quantities of hazardous materials. Thus, the risks presented by the project would be considered to be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***(No impact)***

There are no schools located within a quarter mile of the project site. The nearest school is the Bay Christian School, located approximately 1.3 miles northeast of the project site. Thus, the proposed project would not have an impact due to hazardous substances on the school.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? ***(No impact)***

A review of regulatory databases maintained by County, State, and federal agencies found no documentation of hazardous materials violations or discharge on the project site. Also, the project site has been designated as suitable for commercial use since March 2006, when a development plan permit was approved for the Willow Pass Business Park.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? ***(No impact)***

The nearest public or public use airport facility is the Buchanan Field Airport, which is approximately 3.3 miles southwest of the project site. The airport influence area is delineated in the *Contra Costa County Airport Land Use Compatibility Plan*. The project site is outside of the Buchanan Field Airport influence area, and therefore, there would be no potential hazards from airport operations.

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

The project site is roughly 380 feet southwest of the Willow Pass Road/Evora Road intersection. Highway on and off ramps south of this intersection provide access to and from Highway 4. Evora Road east of this intersection is an arterial that provides access to locations in Bay Point north of Highway 4. Willow Pass Road is an arterial that provides access to the south to the City of Concord. Construction on the project site would not require any road closures or change road alignments. Operation of the QSRs and general retail building would not interfere with access along the northbound approach to the Willow Pass Road/Evora Road intersection. Thus, the project would not impair implementation of or physically interfere with the County's adopted emergency response plan.

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

The project site is in an area designated as a high fire hazard severity zone in a state responsibility area, as identified by the California Department of Forestry and Fire Protection. Consequently, construction on the site would conform to applicable requirements of the California Building Code Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure), California Fire Code Chapter 47 (Requirements for Wildland-Urban Interface Fire Areas), and Title 24 of the

California Code of Regulations (California Building Standards). As a result, the fire-related risks of the proposed project would be less than significant.

Sources of Information

- Fire Hazard Severity Zones in State Responsibility Area (arcgis.com), 2024. *Cal Fire, Fire Hazard Severity Zones in State Responsibility Area, November 21, 2022.*
- Contra Costa County, 2000. *Contra Costa County Airport Land Use Compatibility Plan.*
- Contra Costa County General Plan, 2005-2020, *Transportation and Circulation Element.*
- EnviroStor (ca.gov), California Department of Toxic Substances Control, 2024. *Hazardous Waste and Substances List (Cortese)*.
- Wildland Hazards and Building Codes | OSFM (ca.gov), accessed May 2, 2024. *Cal Fire, Wildland Hazards and Building Codes*.

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

***SUMMARY**:*

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

The proposed project must comply with applicable Contra Costa County C.3 requirements. Contra Costa County, the Contra Costa County Flood Control and Water Conservation District, and 16 incorporated cities in the county have formed the Contra Costa Clean Water Program. In October 2009, the Regional Water Quality Control Board for the San Francisco Bay Region (RWQCB) adopted the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit for the Program, which regulates discharges from municipal storm drains. Provision C.3 of the Municipal Regional Permit places requirements on site design to minimize creation of impervious surfaces and control stormwater runoff. The County has the authority to enforce compliance with its Municipal Regional Permit authority in its adopted C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. In its July 2020 memorandum, the Department of Public Works is requiring a project stormwater control plan that addresses stormwater management and discharge control.

There is currently no development on the project site. Development of the site with two QSRs and general retail building, the driveway drive-throughs, parking spaces, and site improvements is estimated to create 43,137 square feet of impervious surface on the 1.5-acre site. The project includes storm drainage facilities that would be designed to meet the C.3 requirements. Project treatment facilities would be designed to include bio-retention areas to treat the majority of rainfall events and would convey storm runoff flows to the offsite drainage system along Evora Road. In addition, there would be self-retaining landscape areas throughout the site. Department of Public Works staff will review and approve the project's stormwater control plan. With implementation of the stormwater control plan, the project would have a less than significant impact on water quality.

The project site is in the service area of the Diablo Delta Sanitary District. Development of the site would include the construction of a sewage collection system that would transport waste discharge to Diablo Delta facilities and would conform to applicable requirements of the Sanitary District, and therefore, the project would have a less than significant impact on waste discharge.

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

A dual water supply system currently serves the Willow Pass Business Park. The system includes two wells that supply potable water and the nearby Contra Costa Canal, which supplies water for landscape irrigation and fire suppression. The fire suppression system includes pumping water to a 750,000-gallon water storage tank located on the hillside east of the Business Park. The wells, located on Business Park property draws groundwater, which would be replenished by infiltration

from permeable surfaces including the bio-retention and landscape areas on the project site. Development on the project site would tie into this dual water supply system. As described above, the Department of Public Works staff will review and approved the project's stormwater control plan that would address storm runoff.

The applicant has included bio-retention and landscape areas on-site for storm water control, which would facilitate groundwater recharge and help offset the increase in impervious surface on the project site created by development of the QSRs, retail building, and associated site improvements. Storm water on the project site would be directed to the bio-retention areas that would allow for percolation into the ground. The landscape areas throughout the site would be self-treating, with roof and concrete areas allowing dispersion of storm water to the landscape areas. Accordingly, the proposed project would have a less than significant adverse environmental impact on groundwater recharge.

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

i) *Result in substantial erosion or siltation on- or off-site?* ***(Less than significant)***

As discussed in Environmental Checklist Section 10.a, the Department of Public Works is requiring a project stormwater control plan that addresses stormwater management and discharge control. To be accepted by Public Works, the stormwater control plan would include drainage facilities designed to meet County drainage requirements, which specify that for the associated watershed size, post-construction 10-year storm discharges from the property with buildout land uses shall not exceed the pre-construction 10-year storm discharges. The proposed project would include C.3 compliant storm drainage facilities including landscape areas and bio-retention areas to collect stormwater, allow percolation into the ground, and convey excess runoff to the offsite drainage system along Evora Road. Pursuant to the C.3 permit requirements, the on-site project stormwater control facilities would also be sized to manage increases in runoff flow and volume such that post-project runoff will not exceed estimated pre-project rates and durations, where such increased flow and/or volume would have an increased potential for erosion of creek beds and banks, and siltation. As a result, the proposed project would not substantially alter the drainage pattern of the site or area or result in substantial erosion or siltation.

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

As described previously, the project drainage improvements would be designed to accommodate development of the project site, and the proposed project would not substantially alter the existing drainage pattern of the site or area. As a result, there would not be any significant risk due to an increase in the project-related volume of runoff that would result in on-site or off-site flooding.

iii) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ***(Less than significant)***

The project would construct C.3-compliant landscape areas and small on-site bio-retention areas to collect stormwater, allow percolation into the ground, and convey excess runoff to the offsite drainage system along Evora Road. The storm drainage facilities would be installed concurrent with construction of the QSRs and retail building. The bio-retention basins and vegetated areas would filter stormwater and reduce the level of pollutants in the runoff that is directed into the drainage swales leading to the on-site detention basin inlet at the northwest corner of the site. With implementation of these design features, the project would have a less than significant impact.

iv) Impede or redirect flood flows? ***(Less than significant)***

The project site is located on National Flood Insurance Rate Map (FIRM) Panel # 06013C0094H. As shown on the FIRM Panel, Evora Road in the vicinity of the project site is classified as being in Zone X, which is not considered to be subject to flooding. Thus, the project site is not within a 100-year flood hazard area. Accordingly, there would be no risks associated with the redirection of flood flows.

d) In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation? ***(No impact)***

As discussed in Environmental Checklist Section 10.c.iv above, the project site is not within a 100-year flood hazard area. The project site is also not in an area that would be susceptible to inundation by seiche or tsunami. The California Geological Survey (2009) has projected and mapped the tsunami hazard posed by a tidal wave that passes through the Golden Gate and into San Francisco Bay, San Pablo Bay and Carquinez Strait. The Bay Point area is not included on any tsunami hazard map.

A seiche is a water wave in a standing body of water such as a large lake or reservoir that is caused by an earthquake, a major landslide, or strong winds. This hazard does not exist for the project site as it is 1.5 miles uphill from the Mallard Reservoir.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

As discussed in Environmental Checklist Section 10.a above, the proposed project must comply with applicable Contra Costa County C.3 requirements. The C.3 requirements stipulate that projects creating and/or redeveloping at least 10,000 square feet of impervious surface shall treat stormwater runoff with permanent stormwater management facilities, along with measures to control runoff rates and volumes. The Department of Public Works is requiring a project stormwater control plan that addresses stormwater management and discharge control. Also, there is no groundwater management plan in effect for the project area. Thus, the proposed project would not conflict with a water quality control plan or groundwater management plan.

Sources of Information

- California Emergency Management Agency, 2009. *Tsunami Inundation Maps for Emergency Planning: Richmond Quadrangle/San Quentin Quadrangle, Mare Island Quadrangle, Benicia Quadrangle.*
- Contra Costa County Code, Title 10, Division 1014. *Stormwater Management and Discharge Control.*
- Contra Costa County General Plan, 2005-2020. *Safety Element.*
- Contra Costa County Department of Public Works, 2020. *Land Use Permit LP20-2031 30-Day Comments - Incomplete.*
- FEMA Flood Map Service Center | Search By Address, accessed May 2, 2024. *FEMA (Federal Emergency Management Agency), Flood Map 06013C0094H, effective 03/21/2017.*
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)
- Stormwater C.3 Guidebook - Contra Costa Clean Water Program (cccleanwater.org), accessed May 2, 2024. *Contra Costa Clean Water Program New Development C.3*.

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

***SUMMARY**:*

a) Would the project physically divide an established community? ***(No impact)***

The 1.5-acre project site is Lot 14 of the Willow Pass Business Park, which is currently a graded pad surrounded by developed lots of the Business Park. Business Park. Lots 12 and 13 are adjacent to the north and east of the site, respectively, and Lot 15 is adjacent to the west of the site. Evora Road is adjacent to the southeast of the site. Highway 4 is adjacent to the east of Evora Road. Within this setting, development of Lot 14 with two QSRs and a general retail building will not divide an established community.

b) Would the project cause a significant environmental impact due to conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? ***(No impact)***

The proposed project is the construction and operation of two QSRs and a general retail building that is consistent with the M-10 Willow Pass Business Park Mixed Use General Plan land use designation, and allowed within the Willow Pass Business Park P-1 Planned Unit District with a land use permit. The QSRs and retail building meet all the development standards of the P-1 District. The project includes a trash receptacle enclosure and retaining walls that would be within the required yard setbacks of the P-1 District, and therefore, a request for deviations from the minimum setback requirements are included in the land use permit application. Approval of the land use permit is allowed under the zoning regulations of the County Code and would not be in conflict with the Willow Pass Business Park P-1 District.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Land Use Element.*
- Contra Costa County Code, Title 8, *Zoning Ordinance*.
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
12. *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?	☐	☐	☐	☒

***SUMMARY**:*

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ***(No impact)***

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

b) Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ***(No impact)***

The project site is not within an area of known mineral importance according to the General Plan Conservation Element, and therefore, the project would not impact any mineral resource recovery site.

Sources of Information

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

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

SUMMARY)

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

Noise is defined as unwanted sound. The standard unit of measurement of the loudness of sound is the decibel (dB). The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. A change of 3 dB is the lowest change that can be perceptible to the human ear in outdoor environments.

Community Noise Exposure Levels shown on Figure 11-6 of the General Plan Noise Element. Figure 11-6 shows that levels of 70 dB or less are normally acceptable and 78 dB or less are conditionally acceptable on commercial land. The project site is within the 60 dB noise contour for Highway 4, which is estimated in the General Plan Noise Element to have a noise level of 78 dB at 100 feet. The site is approximately 265 feet north of Highway 4. In general, noise levels drop by three dB for a doubling of the distance from the noise source, and therefore, at the project site, noise from the highway would be approximately 70 dB. Thus, existing noise levels at the project site would be considered to be normally acceptable.

The proposed project could change in ambient noise levels in the project vicinity during project construction and project operation.

Construction Noise

The project, if approved, would be required to comply with standard County limitations on construction activities to occur between the hours of 8:00 A.M. to 5:00 P.M., Monday through Friday, except for large trucks and heavy equipment, which are are limited to 9:00 AM to 4:00 PM, Monday through Friday. The County also prohibits construction activities on State and Federal holidays.

During the allowed hours, construction would be completed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings. Impact equipment such as pile drivers are not proposed for construction of this project.

The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, draglines, backhoes, front loaders, roller compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 or 4 minutes at lower power settings.

The loudest pieces of construction equipment that would be used on the project site include graders, excavators, dozers, front-end loaders, and backhoes. In the 2024 *Project Technical Analysis*, FirstCarbon estimated the reasonable worst-case noise levels could result in hourly average noise levels of up to 86 dBA L_{eq} at 50-feet from operating equipment.

The closest noise-sensitive receptor to the proposed project site is Brit Hadasha Fellowship church, located northwest of the project site in the Willow Pass Business Park. FirstCarbon estmates that the church would be approximately 900 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would potentially operate at the project site. At this distance, worst-case construction noise levels could range up to approximately 57 dBA L_{max} intermittently and could have an hourly average of up to 45 dBA L_{eq} at the church. However, these reasonable worst-case construction noise levels would occur only periodically throughout the day as construction equipment operate along the nearest project boundaries. Furthermore, terrain and intervening structures block the line of sight and would eliminate potential noise impacts to the church. These noise levels would not be expected to

exceed existing daytime ambient noise levels as measured at the church. As reported in Environmental Checklist Section 3.c, the closest residential land use to the project site is the Driftwood subdivision approximately 1.05 miles northeast of the project site. At this distance, project construction noise levels would be substantially less than at the church. Therefore, temporary construction noise impacts would be less than significant.

Operational Noise

The primary stationary noise sources associated with operation of the proposed project would be new mechanical ventilation system operations and parking lot activity. Mobile noise resulting from project-related increases in traffic would be an additional noise source.

*Mechanical Equipment Operations***.** Implementation of the proposed project would include operation of new mechanical ventilation equipment. FirstCarbon estimated reference noise levels from typical commercial mechanical ventilation equipment range from 50 dBA to 60 dBA L_{eq} at a distance of approximately 25 feet.

The proposed project would have commercial-grade mechanical ventilation equipment for each building. The nearest non-industrial/commercial land use to the new mechanical ventilation system locations is Brit Hadasha Fellowship Church. FirstCarbon estmates that the church would be approximately 930 feet from the nearest proposed mechanical ventilation system. At this distance, noise generated by proposed mechanical ventilation equipment would attenuate to 16 dBA L_{eq}. If proposed mechanical ventilation systems operated for a 24-hour period, the resulting noise level as measured at the church would be 22 dBA CNEL. Figure 11-6 of the General Plan Noise Element shows that levels of 70 db or less are normally acceptable for church land uses. The estimated project noise levels would be below the General Plan Noise Element's normally acceptable noise levels for the church. Also, the closest residential land use to the project site is the Driftwood subdivision. Given the 1.05-mile distance to the project site, the operational noise of the proposed project would not be considered to be perceptible at the subdivision. Therefore, noise levels from mechanical ventilation equipment operations would be less than significant.

*Parking Lot Activity***.** The proposed project would provide 58 on-site surface parking spaces. The nearest noise-sensitive receptor to the proposed parking areas would be the Brit Hadasha Fellowship Church, which would be approximately 920 feet from the nearest proposed parking space. Assuming a minimum of one parking movement per stall per hour, FirstCarbon estimates the reasonable worst-case hourly average noise levels associated with daily parking lot activities would be approximately 26 dBA L_{eq} at the church. If proposed parking lot activities occurred for a 24-hour period, the resulting noise level as measured at the church would be 51 dBA CNEL. These noise levels are below the normally acceptable noise levels for church land uses. Further, at the

Driftwood subdivision, noise from parking lot activity would not be considered to be perceptible. Therefore, these operational parking lot noise levels would be less than significant.

Mobile Source Noise. As reported by TJKM Transportation Consultants in the 2021 Traffic Operational Analysis Report, existing traffic volumes along Evora Road adjacent to the project site are 254 trips during the AM peak-hour and 288 trips during the PM peak-hour trips. In the 2024 Transportation Assessment Addendum, TJKM estimated that the proposed project would generate 225 new trips during the AM peak-hour and 177 new trips during the PM peak-hour. As documented by the Federal Highway Administration in its Analysis and Abatement Guidance, a doubling of traffic volume results in a 3 dB increase in traffic noise levels. Therefore, since the new project trips would not double traffic volumes along Evora Road, there would be a less than 3dB increase in traffic noise levels along Evora Road. Further, based on Caltrans traffic volume counts for 2017, a maximum of 1,440 vehicles are on Highway 4 at Willow Pass Road during the peak hour. Accordingly, there would be no perceptible increase in traffic noise levels from Highway 4. Therefore, noise levels from project generated vehicle trips would be less than significant.

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

Groundborne noise is an effect of groundborne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves. In general, if groundborne vibration levels do not exceed levels considered to be perceptible, then groundborne noise levels would not be perceptible in most interior environments.

Although groundborne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects such as the shaking of a building can be notable. In extreme cases, excessive groundborne vibration has the potential to cause structural damage to buildings. Common sources of groundborne vibration include construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction vibration impacts on building structures are generally assessed in terms of peak particle velocity (PPV).

The proposed project could result in groundborne vibration during project construction and project operation.

Construction Vibration

Of the variety of equipment that would be used during construction, an excavator would produce the greatest groundborne vibration levels nearest the project boundaries. Impact equipment such as pile drivers is not expected to be used during construction of this project. An excavator would

be the largest piece of heavy construction equipment to operate nearest off-site structures. An excavator can produce groundborne vibration levels ranging up to 0.051 inch per second (in/sec) PPV at 25 feet from the operating equipment.

The nearest off-site structure where such heavy equipment would operate is the carwash facility on Lot 13 adjacent to the northeast boundary of the project site. FirstCarbon estimates that this structure would be located approximately 20 feet from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.07 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the Federal Transit Administration's Construction Vibration Impact Criteria of 0.2 in/sec PPV for buildings of non-engineered timber and masonry. Therefore, the impact of groundborne vibration levels on off-site structures would be less than significant.

Operational Vibration

The proposed project would not include any permanent noise sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any receiving land use in the project vicinity. Therefore, operational vibration impacts on proposed on-site receptors would be less than significant.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?* ***(No impact)***

The nearest airport to the project site is the Buchanan Field Airport, which is located approximately 3.3 miles southwest of the project site. Because of its distance from the airport runways, and the orientation of the runway relative to the project site, the project site is located outside of the airport's 65 dBA CNEL noise contours. No private airstrips are located within the vicinity of the project site. Therefore, the proposed project would not expose persons residing or working in the project site to excessive noise levels associated with private airstrip or public airport noise. No impact would occur.

Sources of Information

- Contra Costa County General Plan, 2005-2020. *Noise Element.*
- Distance Attenuation Calculator (omnicalculator.com), 2024. *Distance Attenuation Calculator.*
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Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*
- Three-Part Approach to Highway Traffic Noise Abatement - Analysis And Abatement Guidance - Regulations And Guidance - Noise - EnvironMent - FHWA (dot.gov). 2024. *Federal Highway Administration, Analysis and Abatement Guidance*.
- 2017 Traffic Volumes : Route 2-4 | Caltrans, 2024. *Caltrans 2017 Traffic Volumes; Route 2-4*.

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

***SUMMARY**:*

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

The proposed project would replace a vacant site with two QSRs and a general retail building. The project would not include construction of any off site roads or other infrastructure that could lead to indirect population growth. The QSRs and retail building would not provide any housing on the project site. There are no tenants identified for the buildings; however, using default occupancy for a restaurant and a general retail building from the U.S. Green Building Council, approximately 15 persons could be employed on the project site. These persons could either live in the Bay Point area, or live elsewhere and commute to the project site, or would relocate into the Bay Point area. Assuming that all future employees and their families would move into the Bay Point area, and using data from the U.S. Census Bureau, the area population could increase by 53 persons, which would be 0.22 percent of the estimated 23,896 persons living in Bay Point in 2020. Thus, the potential maximum increase in population in the Bay Point area due to the project would not be significant.

The project site is Lot 14 of the Willow Pass Business Park that is adjacent to and east of Lot 15, which is currently being developed with a 90,000 square-foot private storage warehouse-museum. Lot 15 is bordered to the west by four undeveloped parcels. Future development of the undeveloped parcels has been approved pursuant to Development Plan DP04-3096, the approved final development plan for the Willow Pass Business Park, and the Willow Pass Business Park P-1 District. Thus, the proposed project would have a less than significant impact on population growth in the area.

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

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

The project site is currently vacant, and there are no persons living on the project site. Therefore, the addition of two QSRs and a general retail building on the site would not displace any person or housing.

Sources of Information

- Appendix 2. Default occupancy counts | U.S. Green Building Council (usgbc.org), U.S. Green Building Council, 2024. *Appendix 2. Default Occupancy Counts, LEED v4 for Building Design and Construction.*
- U.S. Census Bureau QuickFacts: United States, 2024. *Census 2020, QuickFacts, Bay Point CDP, Contra Costa County, CA*.

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

***SUMMARY**:*

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

a) *Fire Protection?* ***(Less than significant)***

Fire protection and emergency medical response services for the project vicinity are provided by the Contra Costa County Fire Protection District (CCCFPD). Fire protection to the project site would be provided by Fire Station 86 at 3000 Willow Pass Road in Bay Point, located approximately 3.3 miles northeast of the project site, or Fire Station 6 at 2210 Willow Pass Road in Concord, located approximately 4.0 miles southwest of the site. Prior to future construction of the QSRs and general retail building, the construction drawings would be reviewed and approved by the CCCFPD. As a result, potential impacts of the proposed project on fire protection services would be less than significant.

b) *Police Protection?* ***(Less than significant)***

Police protection services in the project vicinity are provided by the Contra Costa County Sheriff's Office, which provides patrol service to the Bay Point area. In addition to regular patrol service, backup police protection services would be provided by the Muir Station of the Sheriff's Office, located approximately 5.0 miles southwest of the project site. Also, the project includes light standards in the on-site parking areas that would be lit at night for nighttime security lighting. This lighting would be consistent with recommended levels of lighting for safety of commercial/industrial building exterior areas. Based on the foregoing discussion, the addition of three retail buildings near the Willow Pass Road/Evora Road intersection would not significantly affect the provision of police services to the Willow Pass Business Park area.

c) *Schools?* ***(Less than significant)***

The project does not include any residential development. Indirectly, as described in Environmental Checklist Section 14.a, the project could result in a maximum increase of 53 persons in the Bay Point area. Of these persons, approximately 14 (25.4 percent) would be school age children between the ages of 5 and 18. These children would attend schools in the Mount Diablo Unified School District (MDUSD), which provides public education services from kindergarten to 12th grade to students in the Bay Point area. MDUSD schools in the area include Bel Air Elementary School at 663 Canal Road, Rio Vista Elementary School at 611 Pacifica Avenue, Shore Acres Elementary School at 351 Marina Road, Riverview Middle School at 205 Pacifica Avenue, and Mount Diablo High School at 2450 Grant Street in Concord. The elementary schools have a combined enrollment of 1,215 students, including 360 students at Bel Air, 446 students at Rio Vista, and 409 students at Shore Acres. If all the school age children associated with the project attended elementary schools, they would increase total elementary school enrollment by 1.15 percent. Riverview Middle School has an enrollment of 766 students. If all of the school age children associated with the project attended middle school, they would increase middle school enrollment by 1.83 percent. Mount Diablo High School has an enrollment of 1,498 students. If all of the school age children associated with the project attended high school, they would increase high school enrollment by 0.93 percent. These increases in school enrollment due, indirectly, to the project would be considered to be less than significant.

d) *Parks?* ***(Less than significant)***

As described above, the project does not include any residential development. To the extent that future employees on the project site choose to move into the Bay Point area, there would be an increase in use of area parks. Parks in Bay Point include nine parks administered by the Ambrose Recreation and Park District. The Park District is funded through an assessment district that includes all properties in Bay Point, including the project site. These parks provide recreational facilities such as playgrounds and baseball fields, picnic and barbecue areas, and youth and adult recreational programs. Given the amount of available park space and the project's relatively small indirect addition to the Bay Point area population, the impacts of the proposed project on parks would be less than significant.

e) Other public facilities? ***(Less than significant)***

Libraries: Contra Costa Library operates 28 facilities in Contra Costa County, including the Bay Point Library at 205 Pacifica Avenue. The Contra Costa Library system is primarily funded by local property taxes, with additional revenue from intergovernmental sources. A portion of the property taxes on the project site would go to the Contra Costa Library system. Accordingly, the

impact of the use of the public libraries by project employees and their families who live in or move to the Bay Point area would be less than significant.

Health Facilities: Contra Costa County Health Services District (CCCHSD) operates a regional medical center (hospital) and 11 health centers and clinics in the County. County health facilities generally serve low income and uninsured patients. The Bay Point Family Health Center at 215 Pacifica Avenue, provides routine and preventative health care services, prenatal and women's health services, and children's dental care. CCCHSD is primarily funded by federal and state funding programs, with additional revenue from local taxes, including a portion of the taxes on the project site. Thus, the impact of the use of public health facilities by project employees and their families who live in or move to the Bay Point area would be less than significant.

Sources of Information

- Ambrose Recreation and Park District, 2024. *Ambrose Recreation and Park District.*
- Station Address – Contra Costa Fire Protection District (cccfpd.org), 2024. *Fire Stations, Contra Costa County Fire Protection District*.
- Contra Costa Health | Home (cchealth.org), 2024. *Health Centers & Clinics, Contra Costa Health Services*.
- Contra Costa County Library (ccclib.org), 2024. *Contra Costa County Library*.
- Muir Station | Contra Costa Sheriff, CA (cocosheriff.org), 2024. *Contra Costa County office of the Sheriff, Muir Station.*
- Mt. Diablo Unified School District (schoolsitelocator.com), 2024. *Mt. Diablo Unified School District, School Site Locator.*
- School Directory Search Results (CA Dept of Education), 2024. *California Department of Education, Mt. Diablo Unified School District*.
- U.S. Census Bureau QuickFacts: United States, 2024. *Census 2020, QuickFacts, Bay Point CDP, Contra Costa County, CA*.

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

***SUMMARY**:*

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

As discussed in Environmental Checklist Section 15.d, there are nine parks administered by the Ambrose Recreation and Park District in the Bay Point area. The parks provide recreational facilities such as playgrounds and baseball fields, picnic and barbecue areas, and youth and adult recreational programs. In addition to these recreational facilities, the Bay Point Regional Shoreline, administered by the East Bay Regional Park District, provides approximately 150 acres of undeveloped open space and marsh habitat that provide opportunities for activities such as hiking, nature study, and fishing. Project employees and their families who live in or move to the Bay Point area would incrementally increase use of these parks and recreational facilities. The impact of this incremental increase in use of the parks and recreational facilities would be less than significant.

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

The proposed project is the construction and operation of two QSRs and a general retail building. There are no plans to construct any substantial recreational facility on the project site. Given the location of the nearby parks in Bay Point, project employees and their families would likely use these nearby facilities. As described above, use of these public recreational facilities by employees and their families would incrementally increase use of the facilities, but would not be expected to result in the need to construct or expand recreational facilities.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

Sources of Information

- Ambrose Recreation and Park District, 2024. *Ambrose Recreation and Park District.*
- Bay Point Regional Shoreline | East Bay Parks (ebparks.org), 2024. *Bay Point Regional Shoreline.*
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
17. *TRANSPORTATION – Would the project:*				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)?	☐	☐	☒	☐
c) Substantially increase 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?	☐	☐	☒	☐

***SUMMARY**:*

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

Implementation Measure 4-c of the Growth Management Element of the General Plan requires a transportation impact analysis of any project that is estimated to generate 100 or more AM or PM peak-hour trips. Based on the Institute of Transportation Engineers (ITE) Trip Generation (10th Edition) rates for warehousing, TJKM Transportation Consultants prepared the *Traffic Operational Analysis Report, Willow Pass Court Retail Center* in 2021 on a prior proposal for the project site that included three QSR projects. Subsequently, TJKM prepared the *Willow Pass Center (LP20-2031) - Transportation Assessment Addendum - Contra Costa County, California* in 2024 on the currently proposed project that replaced one of the three QSRs with a general retail building. TJKM projected the current project with the two QSRs and general retail building to generate 2,418 daily trips, including 225 AM peak hour trips and 117 PM peak hour trips. TJKM noted that the current 2024 project would generate 1.350 fewer daily trips, 97 fewer trips during the AM peak hour, and 84 fewer PM peak hour trips than the 2021 project. As a result, TJKM determined that the findings, conclusions, and recommendations of the 2021 *Traffic Operational Analysis Report* would remain valid for the 2024 project.

The Contra Costa Transportation Authority is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each local jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The Contra Costa Transportation Authority has responsibility for review of proposed development projects that are expected to generate 100 or more additional peak-hours trips. In the 2021 *Traffic Operational Analysis Report*,

TJKM identifies impacts at the Willow Pass Road/Evora Road intersection and the Willow Pass Road/Highway 4 westbound and eastbound ramps, and includes mitigation measures and intersection improvements that would result in less-than-significant project impacts. Department of Public Works staff will review and approve the 2021 *Traffic Operational Analysis Report* and 2024 *Transportation Assessment Addendum*, and will impose conditions of approval to implement the mitigation measures and intersection improvements, as appropriate. With the Public Works conditions of approval, the proposed project would not conflict with the CMP.

Following are assessments of possible effects on public transit, bicycle facilities, and pedestrian facilities.

Public Transit

Tri-Delta Transit provides transit service to East Contra Costa County residents. Tri-Delta Transit Route 201 provides service between the Concord BART station and the Pittsburg/Bay Point BART station. Route 201 has stops (#815012 for westbound buses and #815008 for eastbound buses) located between the Willow Pass Road/Evora Road intersection and Highway 4 westbound off- and on-ramps. TJKM found that the proposed project would not interfere with existing bus routes and would not affect existing bus stops. Although the proposed project could increase patronage of the bus line, this increase in patronage could be accommodated by existing bus services, and therefore, impacts of the 2024 project on transit service would be less than significant.

Bicycle Facilities

Bike lanes are striped on Willow Pass Road southeast of Evora Road. TJKM assessed the potential project impacts to pedestrian and bicycle safety in the project vicinity and found that the 2024 project would not disrupt or be inconsistent with bicycle facilities, and therefore, project impacts to bicycle facilities would be less than significant.

Pedestrian Facilities

There is an existing sidewalk along Evora Road southwest of the Willow Pass Road/Evora Road intersection along the frontage of Lot 13 and a sidewalk being installed along the frontage of Lot 15. The proposed project will fill the gap between Lots 13 and 15 by installing a sidewalk along the frontage of Lot 14. TJKM assessed the potential project impacts to pedestrian safety in the project vicinity and found that the 2024 project would not disrupt or be inconsistent with pedestrian facilities, and therefore, project impacts to pedestrian facilities would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

The Contra Costa County Board of Supervisors adopted the *Contra Costa County Transportation Analysis Guidelines* in June 2020. The *Transportation Analysis Guidelines* include the following screening criteria. If a proposed project meets the screening criteria, the project would be expected to have a less than significant impact and would not require VMT (Vehicle Miles Traveled) analysis.

i. Projects that:
   a. Generate or attract fewer than 110 daily vehicle trips; or,
   b. Projects of 10,000 square feet or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.

ii. Residential, retail, office projects, or mixed-use projects proposed within ½ mile of an existing major transit stop or an existing stop along a high-quality transit corridor.

iii. Residential projects (home-based VMT) at 15% or below the baseline County-wide home-based average VMT per capita, or employment projects (employee VMT) at 15% or below the baseline Bay Area average commute VMT per employee in areas with low VMT that incorporate similar VMT reducing features (i.e., density, mix of uses, transit accessibility).

iv. Public facilities (e.g., emergency services, passive parks (low-intensity recreation, open space), libraries, community centers, public utilities) and government buildings.

The 2024 project consists of a 3,530 square-foot QSR. a 1,370 square-foot QSR and a 2,334 square-foot general retail building, totaling 7,234 square feet of non-residential space. Thus, based on item i.b above, a VMT analysis is not required. Accordingly, the proposed project would have a less than significant transportation impact and would be consistent with CEQA Guidelines Section 15064.3(b).

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

Site access would be provided from Evora Road and adjacent Lot 13 via Willow Pass Court. In the 2021 *Draft Traffic impact Analysis*, TJKM evaluated the on-site drive aisles and turning radii and determined these would be large enough to accommodate emergency vehicles, passenger vehicles, and trucks. TJKM also determined that the parking lot and fire lane dimensions satisfy Contra Costa County Code requirements. Therefore, access and circulation on the project site would be adequate.

Regarding sight distance, according to the *Caltrans Highway Design Manual*, Chapter 200, 2014, the required minimum stopping sight distance for the 40 mph design speed of Evora Road is 300 feet. In the 2021 *Draft Traffic impact Analysis*, TJKM determined that the line of sight for vehicles exiting the driveway and vehicles travelling westbound is 225 feet, which would be considered adequate for about 33 mph, on a street with a 30 mph speed limit. The eastbound sight distance is adequate for 40 mph. Department of Public Works staff will review and approve the 2021 *Draft Traffic impact Analysis* and 2024 *Transportation Assessment Addendum*, and will impose conditions of approval to ensure adequate safety at the Evora Rod driveway, as appropriate. With the Public Works conditions of approval, project-related traffic hazards will be minimized to less than significant levels.

d) Would the project result in inadequate emergency access? ***(Less than significant)***

The proposed project is located on the north side of Evora Road, roughly 380 feet southwest from the Willow Pass Road/Evora Road intersection. At this location, Evora Road slopes uphill to the east to the Willow Pass Road/Evora Road intersection. As discussed above in Environmental Checklist Section 17.c above, vehicle speeds would be relatively low on the westbound and eastbound intersection approach. Thus, emergency access in the project vicinity would not be impeded. Regarding on-site access, at the time of County review of construction drawings for building permits, the Contra Costa County Fire Protection District would review the construction drawings and ensure that adequate emergency access to buildings on the project site is provided.

Sources of Information

- Contra Costa County General Plan 2005-2020. *Growth Management Element*.
- Contra Costa County General Plan 2005-2020. *Transportation and Circulation Element*.
- Contra Costa County, 2020. *Contra Costa County Transportation Analysis Guidelines*.
- Countywide Bicycle and Pedestrian Plan - Contra Costa Transportation Authority (ccta.net), 2024. *Countywide Bicycle and Pedestrian Plan, 2018.*
- Institute of Transportation Engineers, 2017. *Common Trip Generation Rates (PM Peak Hour), Trip Generation Manual, 10th Edition*.
- http://trideltatransit.com/, 2024. Tri-Delta Transit, Schedules & Maps.
- TJKM Transportation Consultants, 2024. *Willow Pass Center (LP20-2031) - Transportation Assessment Addendum - Contra Costa County, California.*
- TJKM Transportation Consultants, 2021. *Draft Traffic impact Analysis, Willow Pass Court Retail Center.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

- TJKM Transportation Consultants, 2021. *Traffic Operational Analysis Report, Willow Pass Court Retail Center.*

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

SUMMARY*:*

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

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

As discussed in Environmental Checklist Section 5.a above, there are no structures or historical resources on the project site. Thus, the proposed project would have a less than significant impact on visible tribal cultural resources.

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

As discussed in Environmental Checklist Sections 5.b, and 5.c above, grading and other earthwork associated with project construction could encounter previously undiscovered archaeological resources and human remains. **Damage or destruction of archaeological resources and disturbance of human remains during project construction would be potentially significant impacts.**

Implementation of Cultural Resources 1 and Cultural Resources 2 would reduce the impacts to less than significant levels.

Regarding paleontological resources, as discussed in Environmental Checklist Section 7.f, there is a possibility that buried fossils and other paleontological resources or hidden geologic features could be present and encountered during grading and other earthwork. **Damage or destruction of paleontological resources during project construction would be a potentially significant impact.**

Implementation of Cultural Resources 1 would reduce this impact to a less than significant level.

Sources of Information

- California Historical Resources Information System, 2004. Letter: *GP04-0010, RZ04-3151, SD04-8918, DP04-3096 / Hwy 4 & Willow Pass Road / Thomas/DeNova LLC.*
- Donaldson Associates. 2002. *Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
19. *UTILITIES AND SERVICE SYSTEMS – Would the project:*				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunication 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, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

***SUMMARY**:*

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

The proposed project would be constructed in an area designated for the proposed use. Utilities and service systems are in existence and available for use by the proposed project.

Wastewater generated by the proposed project would originate from kitchens and restrooms in the QSRs and general retail building. Sewer line laterals would be installed to connect the buildings to Delta Diablo Sanitation District (DDSD) facilities. The wastewater generated by the

buildings would incrementally increase wastewater flows in the DDSD system; however, the buildings would be expected to be accommodated by existing DDSD facilities. The DDSD would connect the buildings to its facilities after processing a non-residential wastewater utility service application and collecting the applicable connection fees, completing a building plan review, and issuing a permit for sewer work. By following this process, impacts of the proposed project on DDSD facilities would be less than significant.

The project site is in the Contra Costa Water District (CCWD) service area. As described in Environmental Checklist Section 19.b below, in the event that the project would not use ground water, water service would be provided by CCWD. The improvements would be provided by the applicant/property owner at its expense. With the use of ground water or with the installation of these improvements, impacts of the proposed project on CCWD facilities would be less than significant.

As discussed in Environmental Checklist Section 10.a, the project includes storm drainage facilities that would be designed to meet the C.3 requirements. Project treatment facilities would be designed to include bio-retention areas to treat the majority of rainfall events and would convey storm runoff flows to the offsite drainage system along Evora Road. In addition, there would be self-retaining landscape areas throughout the site. Department of Public Works staff will review and approve the project's stormwater control plan. Accordingly, with implementation of the approved stormwater control plan, the proposed project would have a less than significant adverse environmental impact on any drainage facility.

Other utilities and service systems would requirement minor modification to meet design and construction code requirements for the two QSRs and general retail building. There would be no requirements for new or expanded utilities or other systems related to electric power, natural gas, or telecommunication facilities. The installation and operation of the buildings would have less than significant effects on these other utilities and service systems.

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

The Willow Pass Business Park has an agreement with CCWD, whereby the Business Park uses ground water. The proposed project would use this ground water source or, in the event that the ground water source is not reliable, would request treated water service from CCWD. Any needed CCWD facility improvements that would be needed to serve the proposed project would be at the applicant/property owner's expense. If necessary, CCWD will review the project application documents regarding the provision of new water service pursuant to CCWD water service regulations. With the use of ground water or with the installation of the facility improvements, the impact of providing water service to the proposed project would be less than significant.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

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

As discussed in Environmental Checklist Section 19.a above, the project site is served by the DDSD. DDSD would review the construction drawings for the building permit for the QSs and general retail building to ensure that the development would be accommodated by DDSD facilities.

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

The proposed project would generate construction solid waste and post-construction commercial solid waste. Construction waste would be hauled to the Acme Landfill, located at 890 Waterbird Way in Martinez. Future construction on the two QSRs and general retail building would incrementally add to the construction waste headed to the landfill; however, the impact of the project-related incremental increase is considered to be less than significant. Further, construction on the project site would be subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development at the time of application for a building permit. The Debris Recovery Program would reduce the construction debris headed to the landfill by diverting materials that can be recycled to appropriate recycling facilities.

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

e) *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?* ***(No impact)***

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

Sources of Information

- Acme Landfill – Contra Costa County's Pioneer Sanitary Landfill, 2024. *Acme Landfill.*

- CalGreen / Construction & Demolition (C&D) Debris Recovery Program | Contra Costa County, CA Official Website, 2024. *Contra Costa County, Conservation and Development Department, CalGreen / Construction & Demolition (C&D) Debris Recovery Program.*
- Contra Costa LAFCO, 2007. *Section 8.0 Diablo Delta Sanitation District Wastewater Service, Water and Wastewater Municipal Services Review for East Contra Costa County*.
- Delta Diablo, 2024. *Delta Diablo (Sanitation District).*
- Keller Canyon Landfill | Contra Costa County, CA Official Website, 2024. *Contra Costa County, Conservation and Development Department, Keller Canyon Landfill.*
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. *WILDFIRE –* *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones,* ***would the project:***				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

SUMMARY*:*

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

a) Substantially impair an adopted emergency response plan or emergency evacuation plan? ***(Less than significant)***

As discussed in Environmental Checklist Section 9.g (Hazards and Hazardous Materials), the project site is in an area designated as a high fire hazard severity zone in a state responsibility area. However, the potential for wildfires originating from the QSRs and general retail building is greatly minimized by conformance to applicable requirements of the California Building Code Chapter 7A (Materials and Construction Methods for Exterior Wildfire Exposure), California Fire Code Chapter 47 (Requirements for Wildland-Urban Interface Fire Areas), and Title 24 of the California Code of Regulations (California Building Standards), which would reduce the risk of loss, injury or death from wildland fires.

As discussed in Environmental Checklist Section 15.a, fire protection and emergency medical response services in the project vicinity are provided by the CCCFPD, which has two fire stations in proximity to the project site. Prior to future construction of the QSRs and general retail building, the construction drawings would be reviewed and approved by the CCCFPD. Compliance with all CCCFPD requirements would ensure that project impacts on emergency response and evacuation would be less than significant.

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

The project site is Lot 14 of the Willow Pass Business Park. The site is roughly 380 feet southwest from the Willow Pass Road/Evora Road intersection. The site is a graded pad at an elevation of roughly 225 feet. Lots 12 and 13 are adjacent to the north and east of the site, respectively, Lot 15 is adjacent to the west of the site. Lots 12 and 13 are at an elevation of roughly 230 feet. Lot 12 is developed with one drive-through QSR, Lot 13 is developed with a gas station with a car wash, a retail building that includes one drive-through QSR. Lot 15 is at an elevation of roughly 200 feet. Lot 15 is currently under construction with a private storage warehouse-museum. and Evora Road is adjacent to the southeast of the site. Highway 4 is adjacent to the east of Evora Road. Within this setting, access to and from the QSRs and general retail building would not be substantially encumbered due to a wildfire and persons on the project site would be able to readily evacuate if necessary. In addition to meeting CCCFPD requirements as discussed in Environmental Checklist Section 20.a above, construction plans for the buildings would be reviewed and approved by the CCCFPD. With the preceding consideration, wildfire risk to persons at the project site would be less than significant.

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

As discussed in Environmental Checklist Section 20.a above, construction plans for the project would be reviewed and approved by the CCCFPD, and compliance with all Fire Protection District requirements would ensure that temporary or ongoing impacts to the environment due to wildfires would be less than significant.

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

As discussed above in Environmental Checklist Section 19.a, the project includes storm drainage facilities that would be designed to meet the C.3 requirements. Project treatment facilities would be designed to include bio-retention areas to treat the majority of rainfall events and would convey storm runoff flows to the offsite drainage system along Evora Road. In addition, there would be self-retaining landscape areas throughout the site. Department of Public Works review and approval the project's stormwater control plan will reduce risks of flooding to less than significant levels.

In Environmental Checklist Sections 7.a.iii and 7.c, landsliding is not a potential hazard for the project site. Furthermore, compliance with County and State building and grading regulations can be expected to keep risks within generally accepted limits. Thus, the environmental impact from an unstable geologic unit or soil would be considered to be less than significant.

Sources of Information

- Fire Hazard Severity Zones in State Responsibility Area (arcgis.com), 2024. *Cal Fire, Fire Hazard Severity Zones in State Responsibility Area, November 21, 2022.*
- Wildland Hazards and Building Codes | OSFM (ca.gov), 2024. *Cal Fire, Wildland Hazards and Building Codes*.
- MI Architects, Inc., 2024. Willow Pass Court Retail Center (project plans)

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

***SUMMARY**:*

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

As assessed in Environmental Checklist Sections 5 (Cultural Resources), 7 (Geology and Soils), and 18 (Tribal Cultural Resources), the proposed project would have **potentially significant construction impacts due to accidental discovery of buried archaeological and paleontological resources and human remains**. Mitigation measures, including **Cultural Resources 1 and Cultural Resources 2** are proposed in this Initial Study that address these potentially significant impacts. If the proposed project is approved, the mitigation measures will be conditions of approval of the

proposed project and the applicant will be responsible for implementation of the measures. With implementation of the mitigation measures, project impacts will be less than significant.

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

As assessed in Environmental Checklist Sections 6 (Energy) and 8 (Greenhouse Gas Emissions), the proposed project would **contribute to GHG emissions that would result in a potential cumulative impact and would be in conflict with the *Contra Costa County Climate Action Plan***. Mitigation measure **Greenhouse Gas 1** is proposed in this Initial Study that addresses the potentially significant cumulative impact. If the proposed project is approved, the mitigation measure will be a condition of approval of the proposed project and the applicant will be responsible for implementation of the measure. With implementation of the mitigation measure, the cumulative project impact will be less-than-significant.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? ***(Less than significant with mitigation)***

This Initial Study has disclosed impacts that would be less than significant with the implementation of mitigation measures. **Potentially significant impacts due to substantial soil erosion and construction on expansive soil have been identified** in Environmental Checklist Section 7 (Geology and Soils), and mitigation measures **Geology and Soils 1, 2, 3, 4, and 5** are proposed in this Initial Study that address these potentially significant impacts. These mitigation measures, as well as the mitigation measures discussed in 21.a and 21.b above, are required in the conditions of approval for the proposed project, and the applicant would be responsible for implementation of all of the identified the mitigation measures. As a result, there would not be any environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

REFERENCES

In the process of preparing the Initial Study Checklist, and in addition to Contra Costa County documents available on the County website and the online references cited in this Initial Study, the following references were consulted and are available for review by contacting the Contra Costa County Department of Conservation and Development, 30 Muir Rd., Martinez, CA 94553:

- California Department of Conservation, Division of Land Resource Protection, 2024. *Contra Costa County Important Farmland 2020.*
- California Emergency Management Agency, 2009. *Tsunami Inundation Maps for Emergency Planning: Richmond Quadrangle/San Quentin Quadrangle, Mare Island Quadrangle, Benicia Quadrangle.*
- California Historical Resources Information System, 2004. Letter: *GP04-0010, RZ04-3151, SD04-8918, DP04-3096 / Hwy 4 & Willow Pass Road / Thomas/DeNova LLC.*
- Contra Costa LAFCO, 2007. *Section 8.0 Diablo Delta Sanitation District Wastewater Service, Water and Wastewater Municipal Services Review for East Contra Costa County*.
- Contra Costa County Department of Public Works, 2020. *Land Use Permit LP20-2031 30-Day Comments - Incomplete.*
- Darwin Myers Associates, 2024. *Geologic Peer Review / CDLP20-02031, DMA Project 3003.24.*
- Donaldson Associates. 2002. *Environmental Initial Study for the Thomas/DeNova LLC Annexation and Light Industrial Development for Delta Diablo Sanitation District.*
- FirstCarbon Solutions, 2024. *Willow Pass Court Retail Center Project Technical Analysis for Air Quality, Greenhouse Gas Emissions, Energy, and Noise*
- LSA, 2005. *Willow Pass Business Park Initial Study and Draft Mitigated Negative Declaration.*
- MI Architects, Inc., 2024. *Willow Pass Court Retail Center (project plans).*
- Institute of Transportation Engineers, 2017. *Common Trip Generation Rates (PM Peak Hour), Trip Generation Manual, 10th Edition*.
- TJKM Transportation Consultants, 2024. *Willow Pass Center (LP20-2031) - Transportation Assessment Addendum - Contra Costa County, California.*
- TJKM Transportation Consultants, 2021. *Draft Traffic impact Analysis, Willow Pass Court Retail Center.*
- TJKM Transportation Consultants, 2021. *Traffic Operational Analysis Report, Willow Pass Court Retail Center.*
- United States Department of Agriculture, Soil Conservation Service, 1977. *Soil Survey of Contra Costa County, California.*

ATTACHMENTS

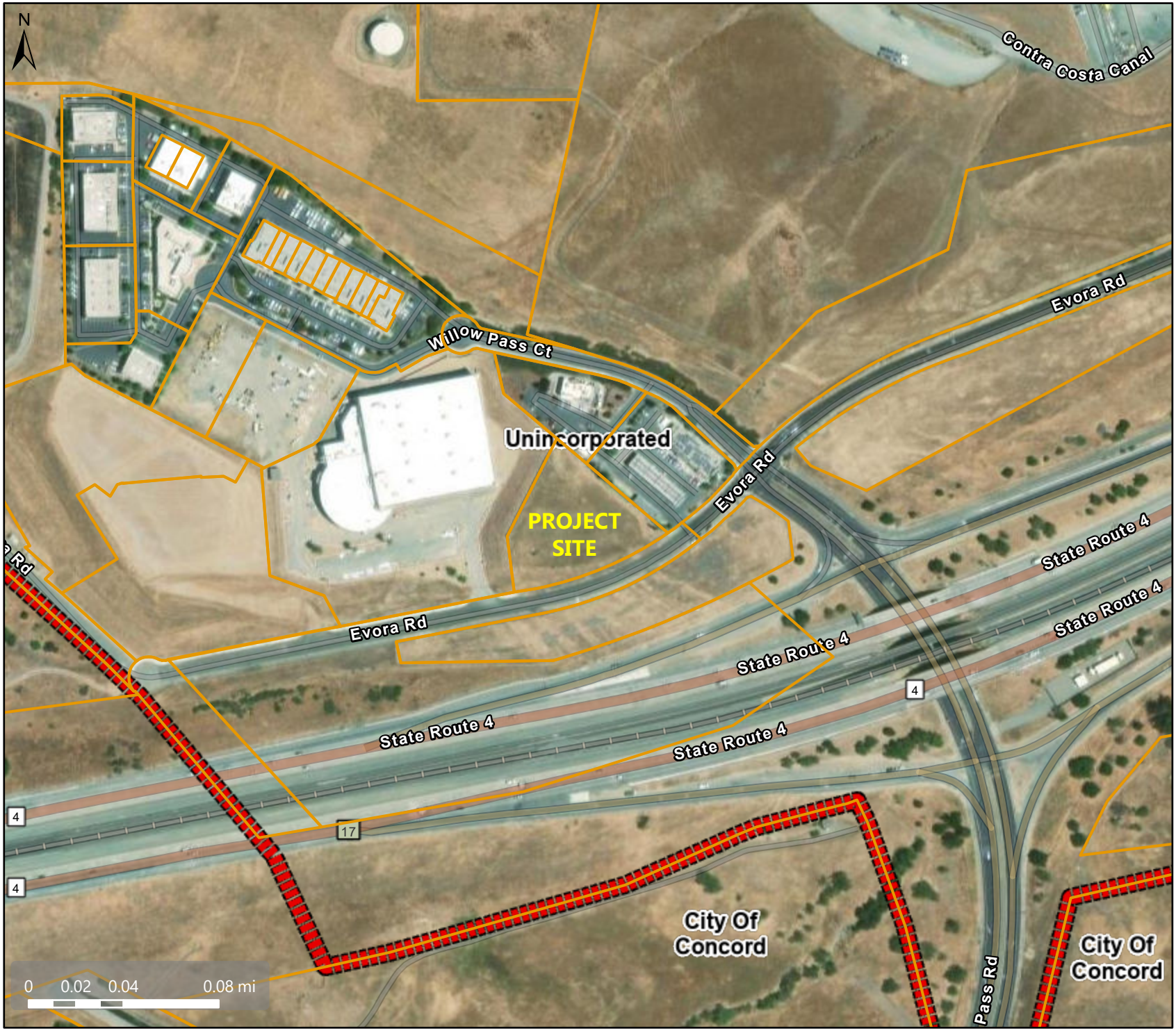
ATTACHMENT 1: PROJECT VICINITY

ATTACHMENT 2: PROJECT PLANS

ATTACHMENT 1

PROJECT VICINITY

CDLP20-02031 Project Vicinity



Map Legend

- Assessment Parcels
- Planning
  - Unincorporated
  - City Limits

DOIT GIS
CONTRA COSTA COUNTY

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Spatial Reference
PCS: WGS 1984 Web Mercator Auxiliary Sphere
Datum: WGS 1984

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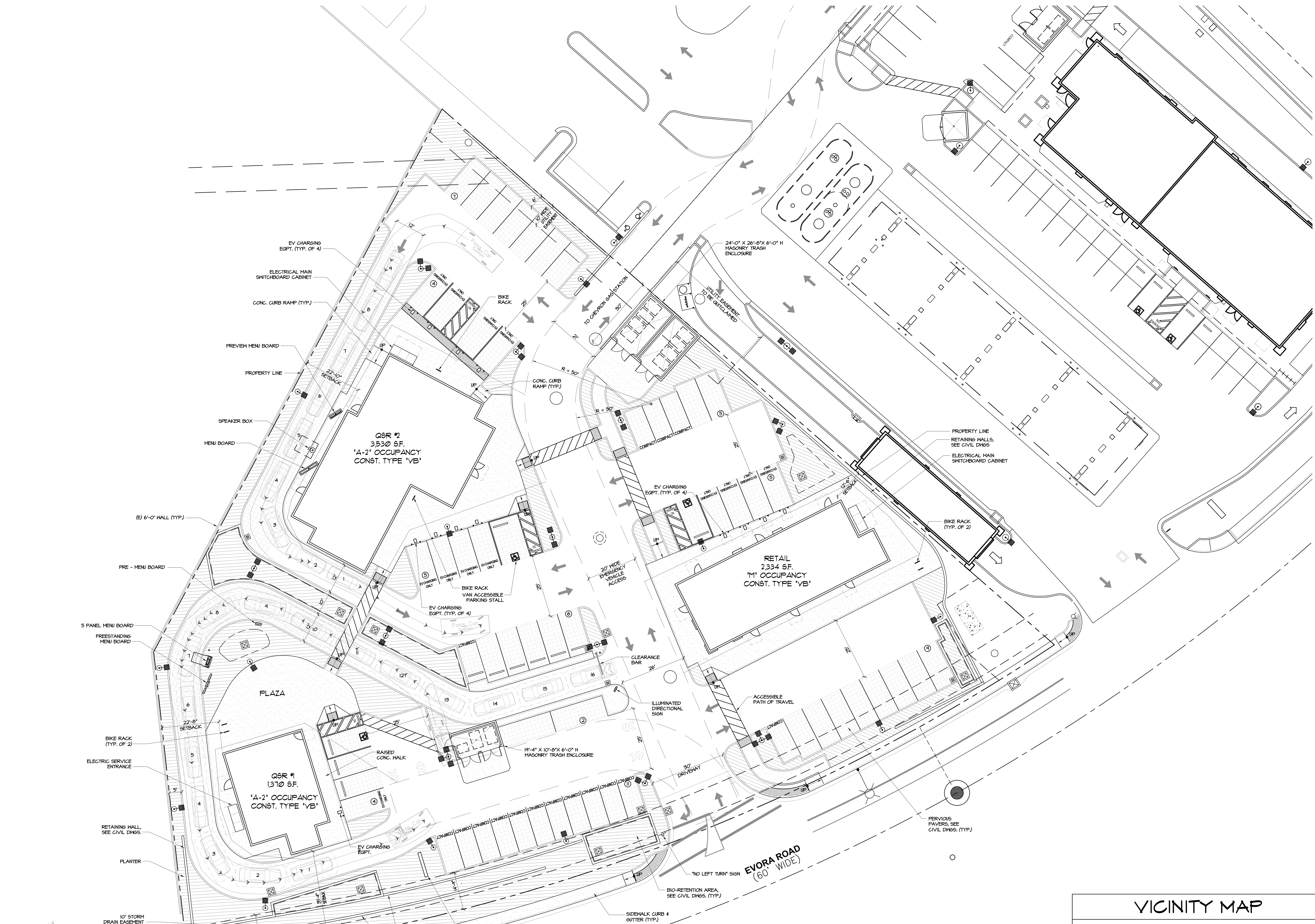
ATTACHMENT 2

PROJECT PLANS



1 SITE PLAN
SCALE: 1" = 20'-0"

GRAPHIC SCALE: 1" = 20'-0" (20 0 10 20 40 FEET)

NORTH

DRAWING INDEX

SD1	SITE PLAN
SD1-L	SITE LIGHTING PHOTOMETRIC
SD2	SITE DETAILS
C1	TITLE SHEET
C2	GRADING PLAN
C3	STORMWATER CONTROL PLAN
C4	SIGNING AND STRIPING PLAN
C5	FIRE ACCESS PLAN
C6	BOUNDARY & TOPOGRAPHIC SURVEY
LA1	LANDSCAPE PLAN
A1.1	QSR #1 FLOOR PLAN
A1.2	QSR #2 FLOOR PLAN
A1.3	RETAIL FLOOR PLAN
A2.1	QSR #1 BUILDING ELEVATIONS
A2.2	QSR #2 BUILDING ELEVATIONS
A2.3	QSR #2 BUILDING ELEVATIONS
A2.4	RETAIL BUILDING ELEVATIONS

SITE PLAN LEGEND

- NEW LANDSCAPING
- BIO-RETENTION PLANTER, SEE CIVIL DWGS.
- NEW CONCRETE PAVING
- PERVIOUS PAVERS, SEE CIVIL DWGS.
- 4 FT. WIDE (MIN.) ACCESSIBLE ROUTE OF TRAVEL, SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE

SITE INFORMATION

APN #: 099-210-027

ZONING: P-1

EXISTING USE: AGRICULTURE

PROPOSED USE: A-2

SITE AREA GROSS: 162,506 (3.73 ACRES)

MAXIMUM FLOOR AREA RATIO:
RETAIL COMMERCIAL 1.5
ALLOWABLE BUILDING AREA 30,808 S.F.
(CONTRA COSTA COUNTY COA#37 TABLE 4)

LANDSCAPE AREA:
ONSITE: 13,098 S.F.
OFFSITE: 953 S.F.

BUILDINGS:
RETAIL 2,334 S.F.
QSR #1 1,370 S.F.
QSR #2 3,530 S.F.
TOTAL BLDG. AREA: 7,234 S.F.

PARKING REQUIREMENTS:

RETAIL:

1 SPACE PER 300 S.F. (2,334 S.F. / 300): 8 SPACES

QSR:

QSR #1 & QSR#2 [(1,370+3,530) / 100]: 49 SPACES

TOTAL PARKING REQUIRED: 57 SPACES

PARKING PROVIDED:

STANDARD PARKING STALLS (8'-6" x 18'): 24 SPACES
COMPACT PARKING STALL (7'-6" x 16'): 15 SPACES
PARALLEL PARKING STALL (8'-6" x 21'-6"): 2 SPACES
VAN ACCESSIBLE PARKING STALL (17' x 18'): 1 SPACE
ACCESSIBLE PARKING STALL (9' x 18'): 2 SPACE

ELECTRIC VEHICLE CHARGING STATIONS:
STANDARD ACCESSIBLE (9' x 18'): 1 SPACE
VAN ACCESSIBLE (17' x 18'): 1 SPACE
STANDARD EV CHARGING STALLS (8'-6" x 18'): 11 SPACES

TOTAL PARKING PROVIDED: 58 SPACES

VICINITY MAP

NORTH

PROJECT DIRECTORY

ARCHITECT

M I ARCHITECTS, INC.
1801 OAKLAND BLVD., SUITE 300
WALNUT CREEK, CA 94596
TEL: (925) 287-1174 x1
FAX: (925) 943-1581
CELL: (925) 878-9875
MR. MUTHANA IBRAHIM, ARCHITECT

DEVELOPER

EVORA ENTERPRISES LP
821 CORPORATE WAY
FREMONT, CA 94539
TEL: (510) 449-8599
MR. JADWINDER SINGH

CIVIL ENGINEER

ALIQUOT PLANNERS
CIVIL ENGINEERS SURVEYORS
1390 SOUTH MAIN ST.
SUITE 310
WALNUT CREEK, CA. 94596
TEL: (925) 476-2300
FAX: (925) 476-2350
MR. ROBERT C. WONG, P.E.

LANDSCAPE ARCHITECT

CIARDELLA ASSOCIATES
200 CLOCK TOWER PLACE, SUITE D100-C
CARMEL, CA 93923
TEL: (650) 326-6100
CELL: (831) 624-6100
MR. RICHARD CIARDELLA

RECEIVED on 02/16/2024 CDLP20-02031
By Contra Costa County
Department of Conservation and Development

M I Architects
M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@miarchitect.com
www.miarchitect.com

WILLOW PASS COURT RETAIL CENTER
EVORA ROAD &
WILLOW PASS COURT
CONCORD, CA 94520

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-	ISSUED FOR CONSTRUCTION
-	ISSUED FOR PLAN CHECK
03-XX-17	ISSUED FOR PLANNING

NO.	DATE	DESCRIPTION
-		

SITE PLAN

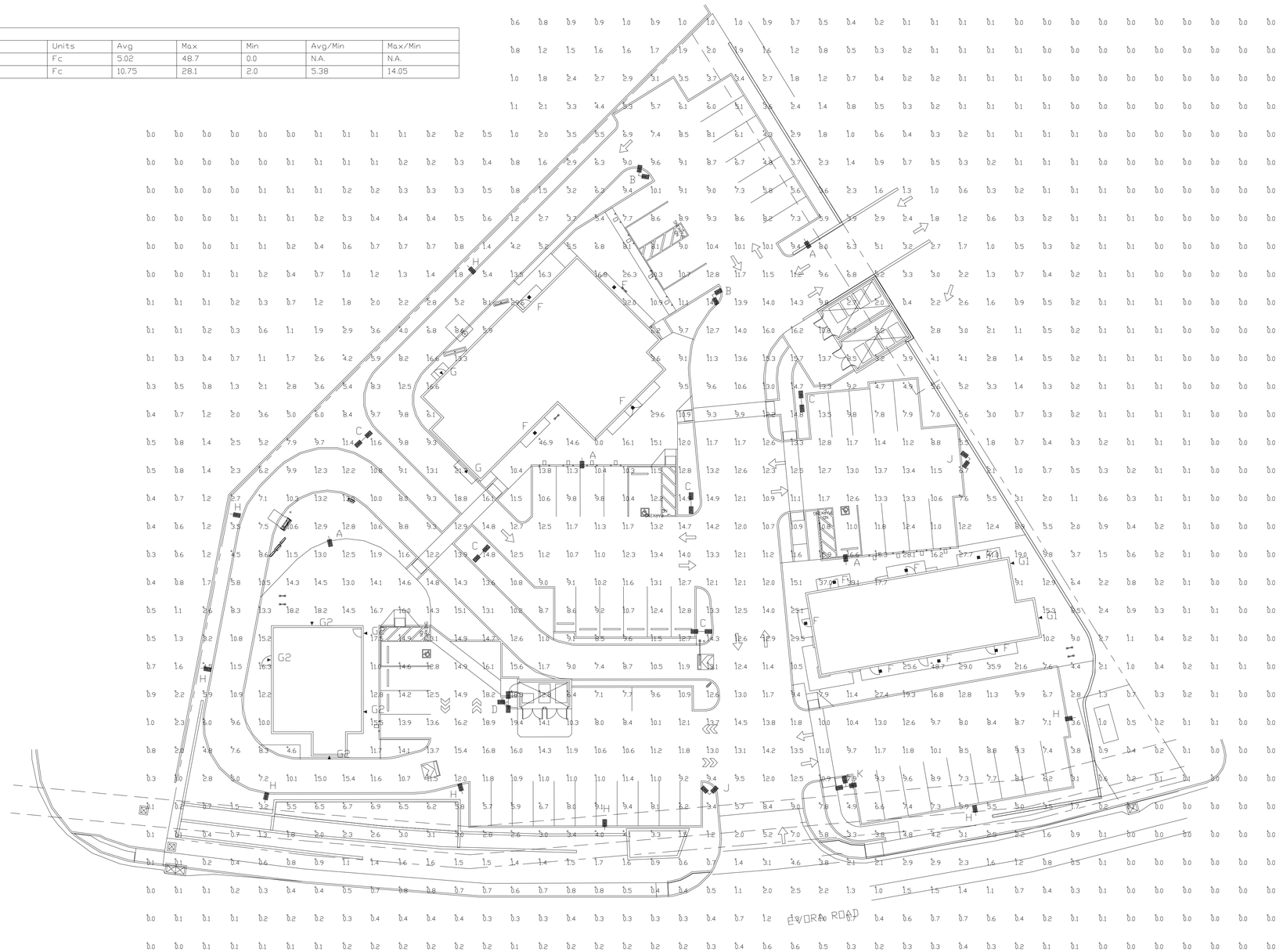
PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: 1:20 DATE: 09-09-19

SD1

SHEET OF

Luminaire Schedule									
Symbol	Qty	Label	Arrangement	Description	Mounting Height	LLD	LLF	Arr. Lum. Lumens	Arr. Watts
	4	A	Single	SLM-LED-18L-SIL-FT-50-70CRI-SINGLE	19.5' POLE+2.5' BASE	0.970	0.970	18904	135
	2	B	2 @ 90 degrees	SLM-LED-18L-SIL-FT-50-70CRI-D90	19.5' POLE+2.5' BASE	0.970	0.970	37808	270
	5	C	D180	SLM-LED-18L-SIL-FT-50-70CRI-D180	19.5' POLE+2.5' BASE	0.970	0.970	37808	270
	1	D	3 @ 90 DEGREE	SLM-LED-18L-SIL-FT-50-70CRI-T90	19.5' POLE+2.5' BASE	0.970	0.970	56712	405
	11	F	Single	CRUS-SC-SS-50	9'-6''	0.970	0.970	13980	93
	2	G	Single	XWM-FT-LED-08L-50	8'	0.970	0.970	8465	64
	2	G1	Single	XWM-FT-LED-08L-50	9'-6''	0.970	0.970	8465	64
	5	G2	Single	XWM-FT-LED-08L-50	10'	0.970	0.970	8465	64
	8	H	Single	SLM-LED-18L-SIL-FT-50-70CRI-IL-SINGLE	19.5'POLE+2.5'BASE	0.970	0.970	12043	135
	2	J	2 @ 90 degrees	SLM-LED-18L-SIL-FT-50-70CRI-IL-D90	19.5'POLE+2.5'BASE	0.970	0.970	24086	270
	1	K	3 @ 90 DEGREE	SLM-LED-18L-SIL-FT-50-70CRI-IL-T90	19.5'POLE+2.5'BASE	0.970	0.970	36129	405

Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC POINTS	Illuminance	Fc	5.02	48.7	0.0	N.A.	N.A.
INSIDE CURB	Illuminance	Fc	10.75	28.1	2.0	5.38	14.05



PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions.

This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with The Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamps/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature noted does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

Total Project Watts
Total Watts = 6459

SD1-L

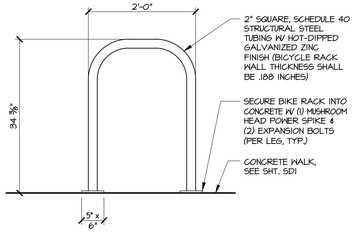
10000 ALLIANCE RD. CINCINNATI, OHIO 45242 USA
(513) 793-3200 • Fax (513) 793-6023

LIGHTING PROPOSAL LO-150776-4

WILLOW PASS COURT RETAIL CENTER
EVORA ROAD & WILLOW PASS COURT
CONCORD,CA

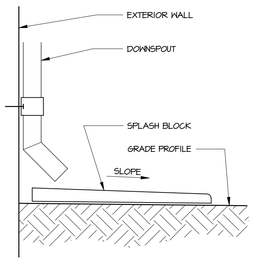
BY:MVE	DATE:03-17-20	REV:11-30-23	SHEET 1 OF 1

SCALE: 1"=20' 0 20

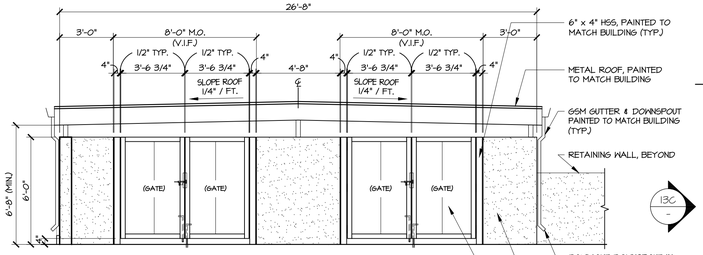


NOTE: BICYCLE RACK ANCHORS SHALL MATCH FINISH OF BIKE RACK (TYP.)

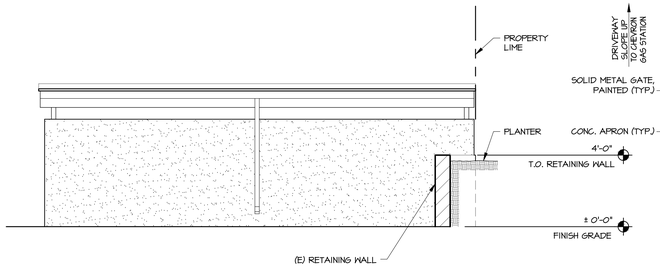
5 BIKE RACK
3/4" = 1'-0"



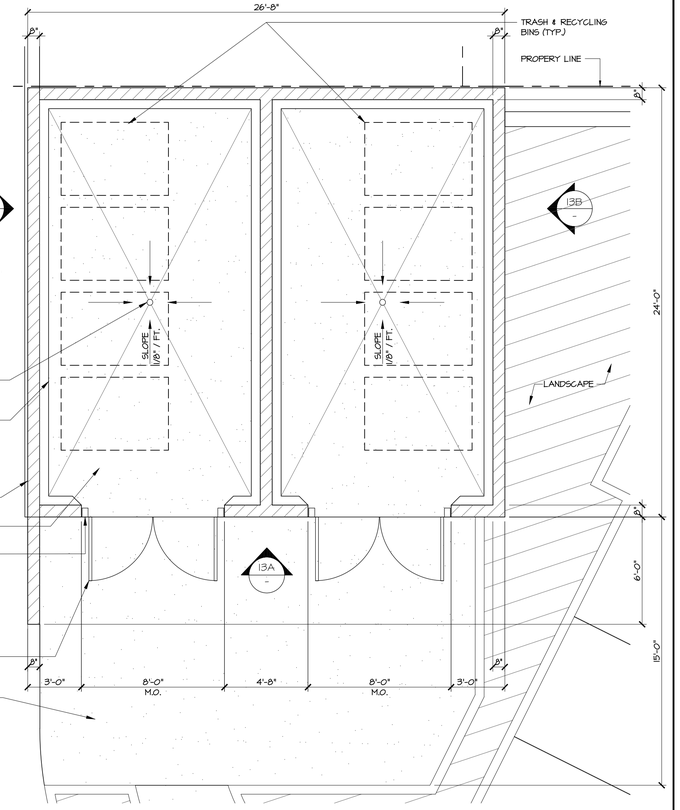
4 DOWNSPOUT TO SPLASH BLOCK
1 1/2"=1'-0"



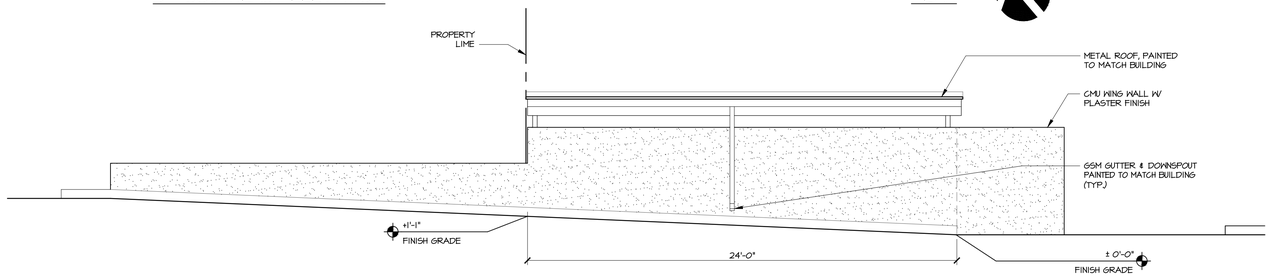
A - SOUTHWEST ELEVATION



B - SOUTHEAST ELEVATION

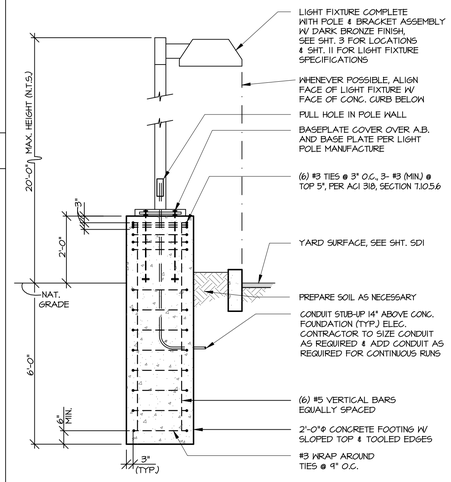


PLAN



C - NORTHWEST ELEVATION

13 TRASH ENCLOSURE PLAN & ELEVATIONS
1/4" = 1'-0"



NOTE: REFER TO SITE PLAN, SHEET SD1 FOR APPROX. LOCATION.

14 AREA LIGHT
4

10 NOT USED
-

15 NOT USED
-

20 NOT USED
-

19 NOT USED
-

18 NOT USED
-

17 NOT USED
-

16 NOT USED
-

M I Architects

M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@mlarchitect.com
www.mlarchitect.com

WILLOW PASS COURT RETAIL CENTER
EVORA ROAD & WILLOW PASS COURT
CONCORD, CA 94520

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NO.	DATE	DESCRIPTION
-		ISSUED FOR CONSTRUCTION
-		ISSUED FOR PLAN CHECK
1	09-XX-17	ISSUED FOR PLANNING
△		
△		
△		
△		
△		

SITE DETAILS

PROJECT #: 19-3908
DRAWN: DP CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

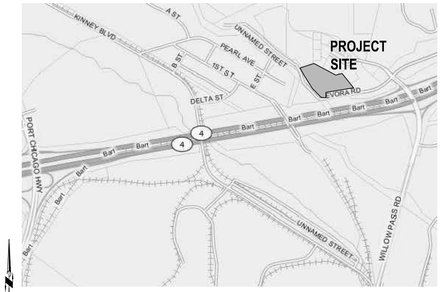
SD2

SHEET OF

S:\1-Projects\19-3908 Willow Pass Ct, Concord\Dwg's\Planning\19-3908-SD2.dwg modified by mlarchitect at Nov 29, 2023 - 8:54am

WILLOW PASS CT RETAIL CENTER

EVORA RD & WILLOW PASS CT



VICINITY MAP
NOT TO SCALE

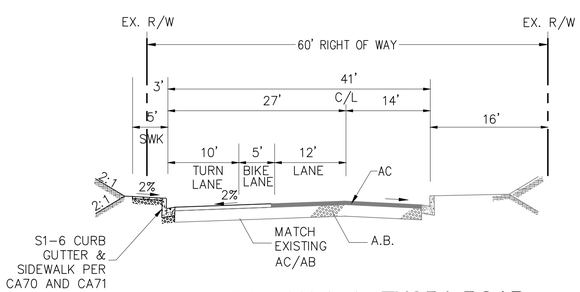
LEGEND

- PROPERTY LINE
- LOT LINE
- EASEMENT LINE
- STORM DRAIN LINE
- SS — SANITARY SEWER LINE
- W — WATER LINE
- JT — JOINT TRENCH
- FW — FIRE WATER
- CATCH BASIN
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- PP POWER POLE
- JP JOINT POLE
- GUY WIRE
- WATER VALVE
- FIRE HYDRANT

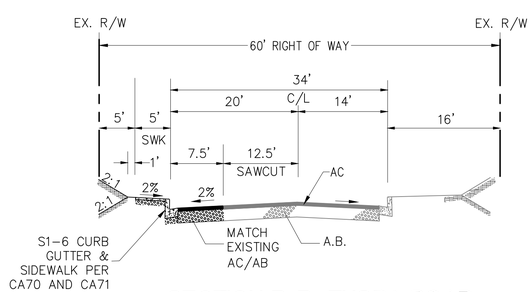
INDEX:

ABBREVIATIONS

AD	AREA DRAIN
CO	CLEANOUT
S	SLOPE
(E)	EXISTING
FW	FIRE WATER
L	LENGTH
LF	LINEAL FEET
W	WATER
WM	WATER METER
SS	SANITARY SEWER
SSCO	SANITARY SEWER CLEANOUT
LP	LOW POINT
R/W	RIGHT OF WAY
TC	TOP OF CURB
GR	GRATE
INV	INVERT
STR	STRUCTURE
S.O.	SIDE OPENING
FL	FLOW LINE
TOB	TOP OF BANK
TW	TOP OF WALL
BW	BOTTOM OF WALL



SECTION A-A EVORA ROAD
N.T.S.



SECTION B-B EVORA ROAD
N.T.S.

ALIQUOT
Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
Telephone: (925) 476-2300
Fax: (925) 476-2350
Civil Engineers
Traffic Engineers
Surveyors

No.	BY	DATE	REVISIONS

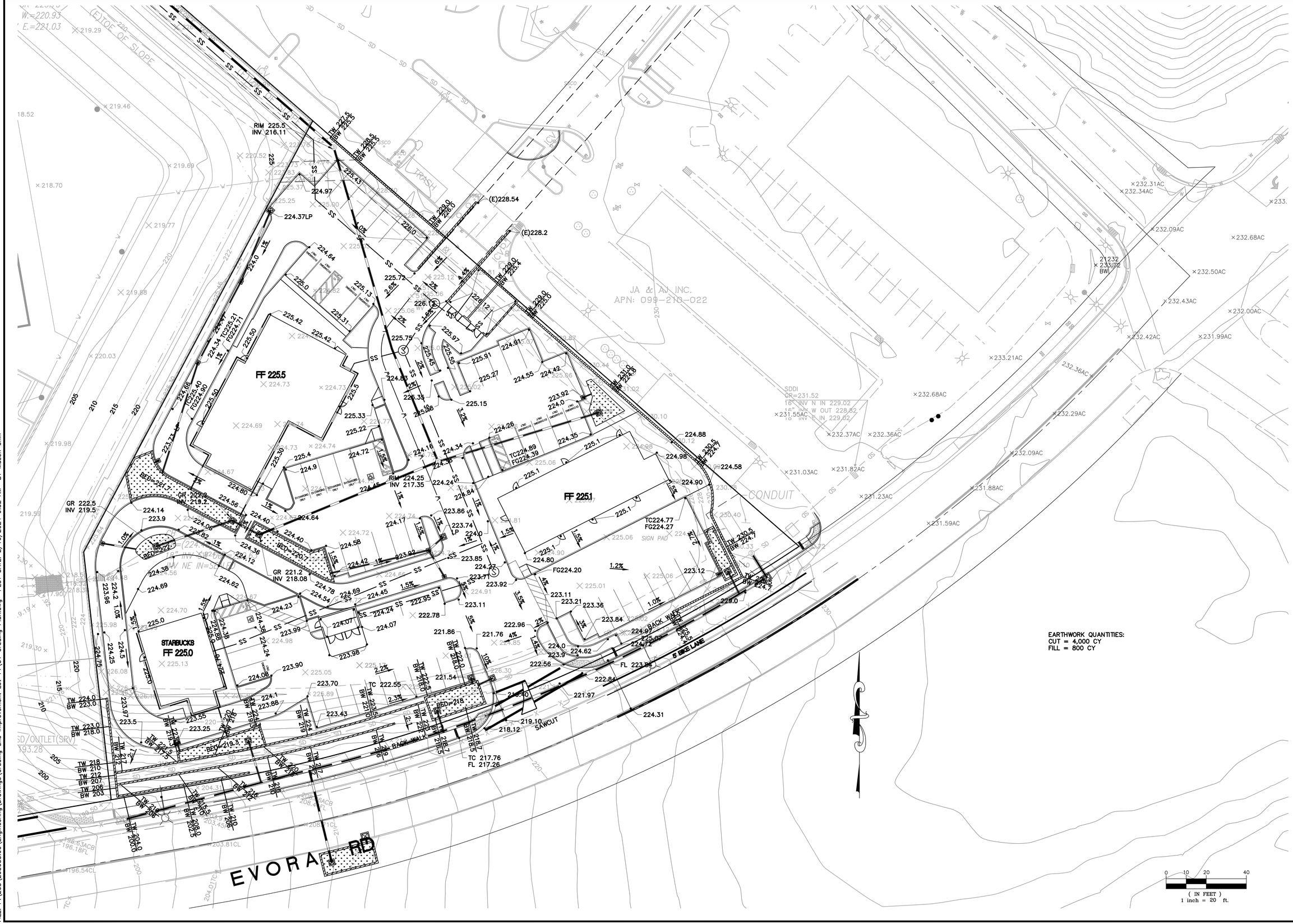
REGISTERED PROFESSIONAL ENGINEER — MONG — No. 43748 — CIVIL — CALIFORNIA

TITLE SHEET
WILLOW PASS CT RETAIL CENTER
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14
CONTRA COSTA COUNTY CALIFORNIA

JOB NO: 205033.7
SCALE: 1"=50'
DATE: 2/16/2024
DESIGN: VJD
DRAWN: MC
APPROVED: MC

DRAWING NUMBER
C1
1 OF 6

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C1 Grading Plan.dwg PLOT DATE: 2/16/2024 10:40 AM BY Mason Chin



EARTHWORK QUANTITIES:
CUT = 4,000 CY
FILL = 800 CY

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C1 Grading Plan.dwg PLOT DATE: 2/16/2024 9:32 AM BY Mason Chin

ALIQUOT

Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596

Telephone: (925) 476-2300
Fax: (925) 476-2350

Civil Engineers
Traffic Engineers
Surveyors

No.	BY	DATE	REVISIONS

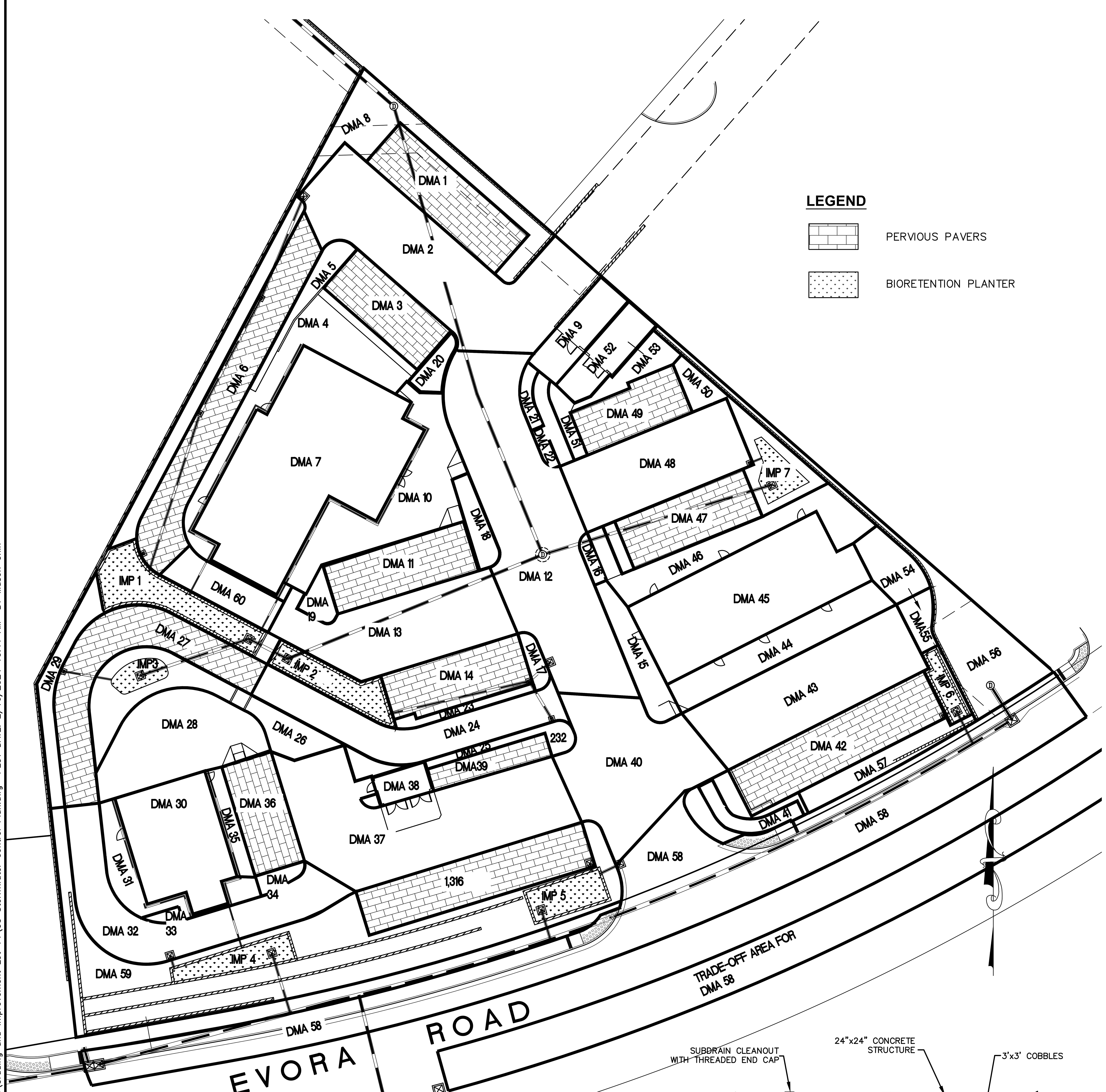
REGISTERED PROFESSIONAL ENGINEER
ROBERT C. WONG
No. 43748
CIVIL

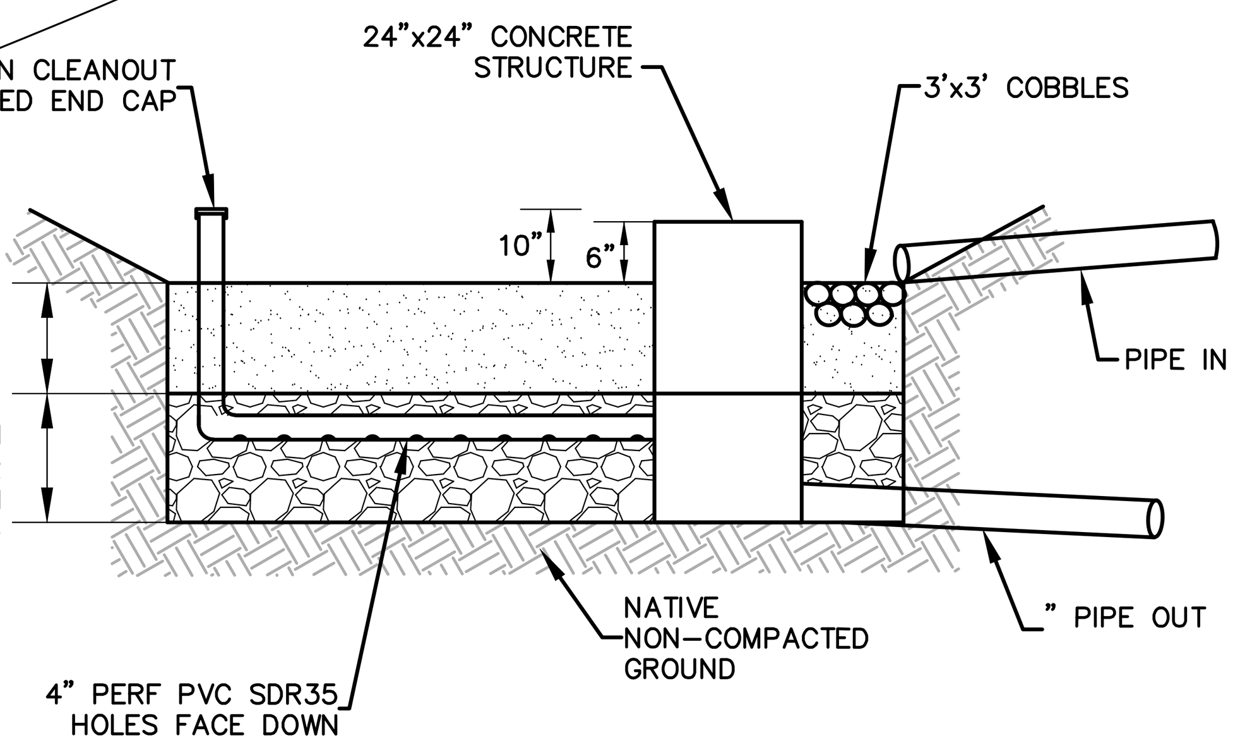
GRADING PLAN
WILLOW PASS CT RETAIL CENTER
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14

CONTRA COSTA COUNTY CALIFORNIA

JOB NO: 205033.7
SCALE: 1"=20'
DATE: 2/16/2024
DESIGN: VJD
DRAWN: MC
APPROVED: MC

DRAWING NUMBER
C2
2 OF 6





BIORETENTION FACILITY

DMA #	SURFACE TYPE	AREA (SF)	IMP #	IMP SIZE REQUIRED	IMP SIZE PROVIDED	IMP TYPE
DMA 1	PERVIOUS PAVERS	1,071	IMP 1			BIORETENTION AREA
DMA 2	ASPHALT	2,971	IMP 1			BIORETENTION AREA
DMA 3	PERVIOUS PAVERS	780	IMP 1			BIORETENTION AREA
DMA 4	CONCRETE	1,308	IMP 1			BIORETENTION AREA
DMA 5	LANDSCAPE	241	IMP 1			BIORETENTION AREA
DMA 6	PERVIOUS PAVERS	1,628	IMP 1			BIORETENTION AREA
DMA 7	ROOF	3,530	IMP 1			BIORETENTION AREA
DMA 8	LANDSCAPE	1,730	IMP 1			BIORETENTION AREA
DMA 9	ROOF	510	IMP 1			BIORETENTION AREA
DMA 60	ASPHALT	497	IMP 1	374 SF	600 SF	BIORETENTION AREA
DMA 10	CONCRETE	1,489	IMP 2			BIORETENTION AREA
DMA 11	PERVIOUS PAVERS	911	IMP 2			BIORETENTION AREA
DMA 12	ASPHALT	3,612	IMP 2			BIORETENTION AREA
DMA 13	ASPHALT	1,819	IMP 2			BIORETENTION AREA
DMA 14	PERVIOUS PAVERS	885	IMP 2			BIORETENTION AREA
DMA 15	CONCRETE	467	IMP 2			BIORETENTION AREA
DMA 16	LANDSCAPE	76	IMP 2			BIORETENTION AREA
DMA 17	LANDSCAPE	119	IMP 2			BIORETENTION AREA
DMA 18	LANDSCAPE	246	IMP 2			BIORETENTION AREA
DMA 19	LANDSCAPE	153	IMP 2			BIORETENTION AREA
DMA 20	LANDSCAPE	156	IMP 2			BIORETENTION AREA
DMA 21	LANDSCAPE	101	IMP 2			BIORETENTION AREA
DMA 22	LANDSCAPE	207	IMP 2			BIORETENTION AREA
DMA 23	LANDSCAPE	161	IMP 2			BIORETENTION AREA
DMA 24	ASPHALT	1,379	IMP 2			BIORETENTION AREA
DMA 25	LANDSCAPE	232	IMP 2			BIORETENTION AREA
DMA 26	LANDSCAPE	417	IMP 2	368 SF	420 SF	BIORETENTION AREA
DMA 27	PERVIOUS PAVERS	1,528	IMP 3			BIORETENTION AREA
DMA 28	CONCRETE	1,472	IMP 3			BIORETENTION AREA
DMA 29	LANDSCAPE	443	IMP 3	67 SF	160 SF	BIORETENTION AREA
DMA 30	ROOF	1,370	IMP 4			BIORETENTION AREA
DMA 31	CONCRETE	594	IMP 4			BIORETENTION AREA
DMA 32	ASPHALT	1,711	IMP 4			BIORETENTION AREA
DMA 33	LANDSCAPE	48	IMP 4			BIORETENTION AREA
DMA 34	LANDSCAPE	1,370	IMP 4	153 SF	288 SF	BIORETENTION AREA
DMA 35	CONCRETE	240	IMP 5			BIORETENTION AREA
DMA 36	PERVIOUS PAVERS	721	IMP 5			BIORETENTION AREA
DMA 37	ASPHALT	2,984	IMP 5			BIORETENTION AREA
DMA 38	ROOF	209	IMP 5			BIORETENTION AREA
DMA 39	PERVIOUS PAVERS	354	IMP 5			BIORETENTION AREA
DMA 40	ASPHALT	1,987	IMP 5			BIORETENTION AREA
DMA 41	CONCRETE	216	IMP 5			BIORETENTION AREA
DMA 61	PERVIOUS PAVERS	1,316	IMP 5	235 SF	284 SF	BIORETENTION AREA
DMA 42	PERVIOUS PAVERS	1,539	IMP 6			BIORETENTION AREA
DMA 43	ASPHALT	2,031	IMP 6			BIORETENTION AREA
DMA 44	CONCRETE	933	IMP 6	125 SF	125 SF	BIORETENTION AREA
DMA 45	ROOF	2,334	IMP 7			BIORETENTION AREA
DMA 46	CONCRETE	1,040	IMP 7			BIORETENTION AREA
DMA 47	PERVIOUS PAVERS	870	IMP 7			BIORETENTION AREA
DMA 48	ASPHALT	1,564	IMP 7			BIORETENTION AREA
DMA 49	PERVIOUS PAVERS	667	IMP 7			BIORETENTION AREA
DMA 50	LANDSCAPE	534	IMP 7			BIORETENTION AREA
DMA 51	LANDSCAPE	145	IMP 7	207 SF	207 SF	BIORETENTION AREA
DMA 52	ROOF	486		243 SF	297 SF	DRAINS TO SELF RETAINING
DMA 53	LANDSCAPE	297				SELF RETAINING
DMA 54	CONCRETE	384		192 SF	207 SF	DRAINS TO SELF RETAINING
DMA 55	LANDSCAPE	192				SELF RETAINING
DMA 56	LANDSCAPE	1,346				SELF TREATING
DMA 57	LANDSCAPE	471				SELF TREATING
DMA 58	CONCRETE	6,497				DRAINS OFFSITE*
DMA 59	LANDSCAPE	3,325				SELF TREATING

TOTAL IMPERVIOUS=43,137 SF

PROJECT CREATES LESS THAN 1 ACRE OF IMPERVIOUS AREA (0.99 AC) AND THE BIORETENTION PLANTERS ARE SIZED USING THE CONTRA COSTA COUNTY C.3 CALCULATOR WITH A FACTOR OF 0.04xIMPERVIOUS AREA

*ROAD WIDENING AND NEW SIDEWALK AREA CANNOT BE TREATED ON PROJECT FRONTAGE. THE OPPOSITE SIDE OF EVORA ROAD WILL BE TREATED AS A TRADE-OFF

ALIQUOT
Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
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Fax: (925) 476-2350
Civil Engineers
Traffic Engineers
Surveyors

No.	BY	DATE	REVISIONS

REGISTERED PROFESSIONAL ENGINEER C. WONG No. 43748 CIVIL STATE OF CALIFORNIA

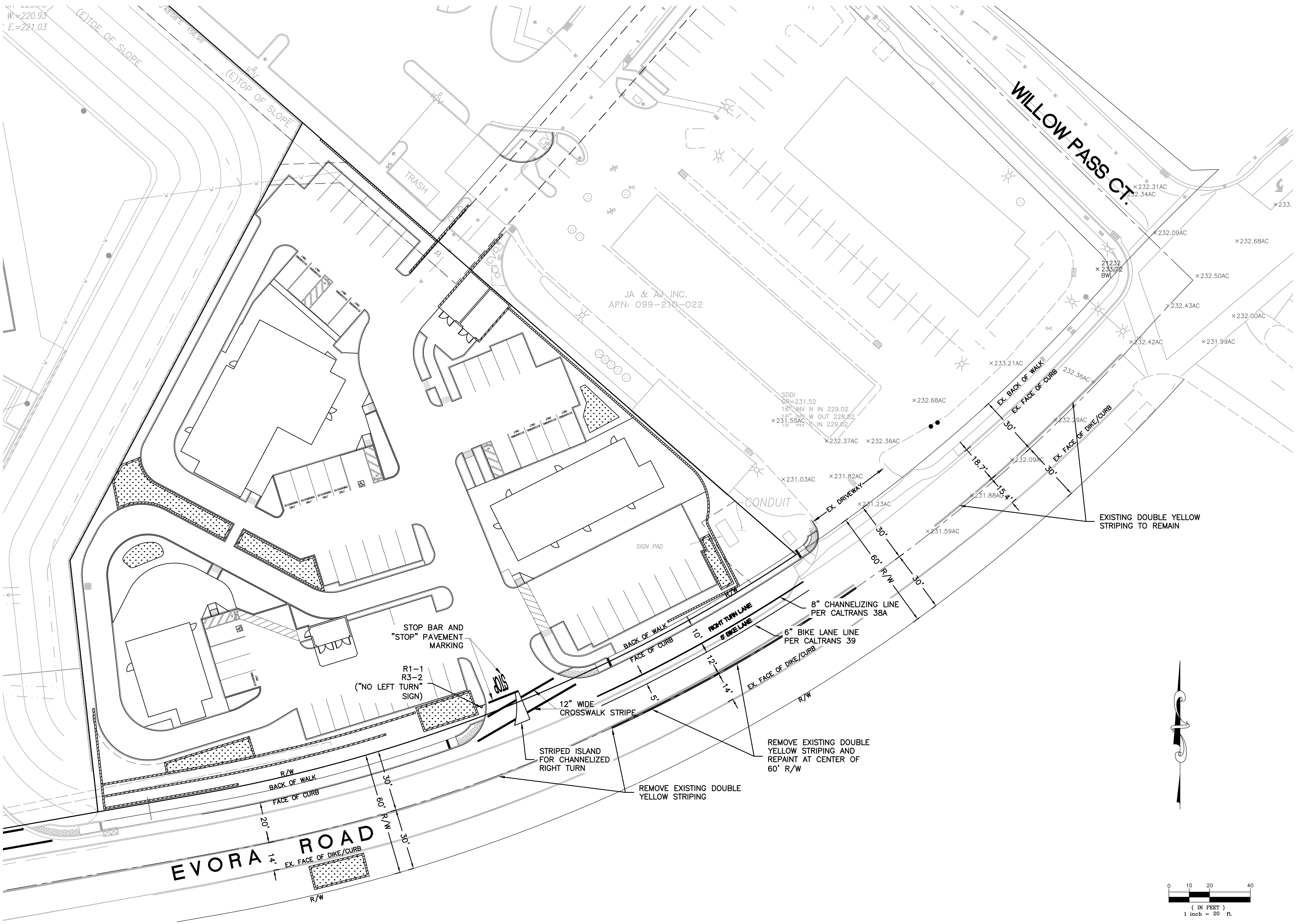
STORMWATER CONTROL PLAN
WILLOW PASS CT RETAIL CENTER
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14

CONTRA COSTA COUNTY CALIFORNIA

JOB NO: 205033.7
SCALE: 1"=20'
DATE: 2/16/2024
DESIGN: VJD
DRAWN: MC
APPROVED: VJD

DRAWING NUMBER
C3
3 OF 6

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C3 Stormwater control Plan.dwg PLOT DATE: 2/16/2024 10:41 AM BY: Mason Chin



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No.	BY	DATE	REVISIONS

REGISTERED PROFESSIONAL ENGINEER · C. WONG · No. 43748 · CIVIL · STATE OF CALIFORNIA

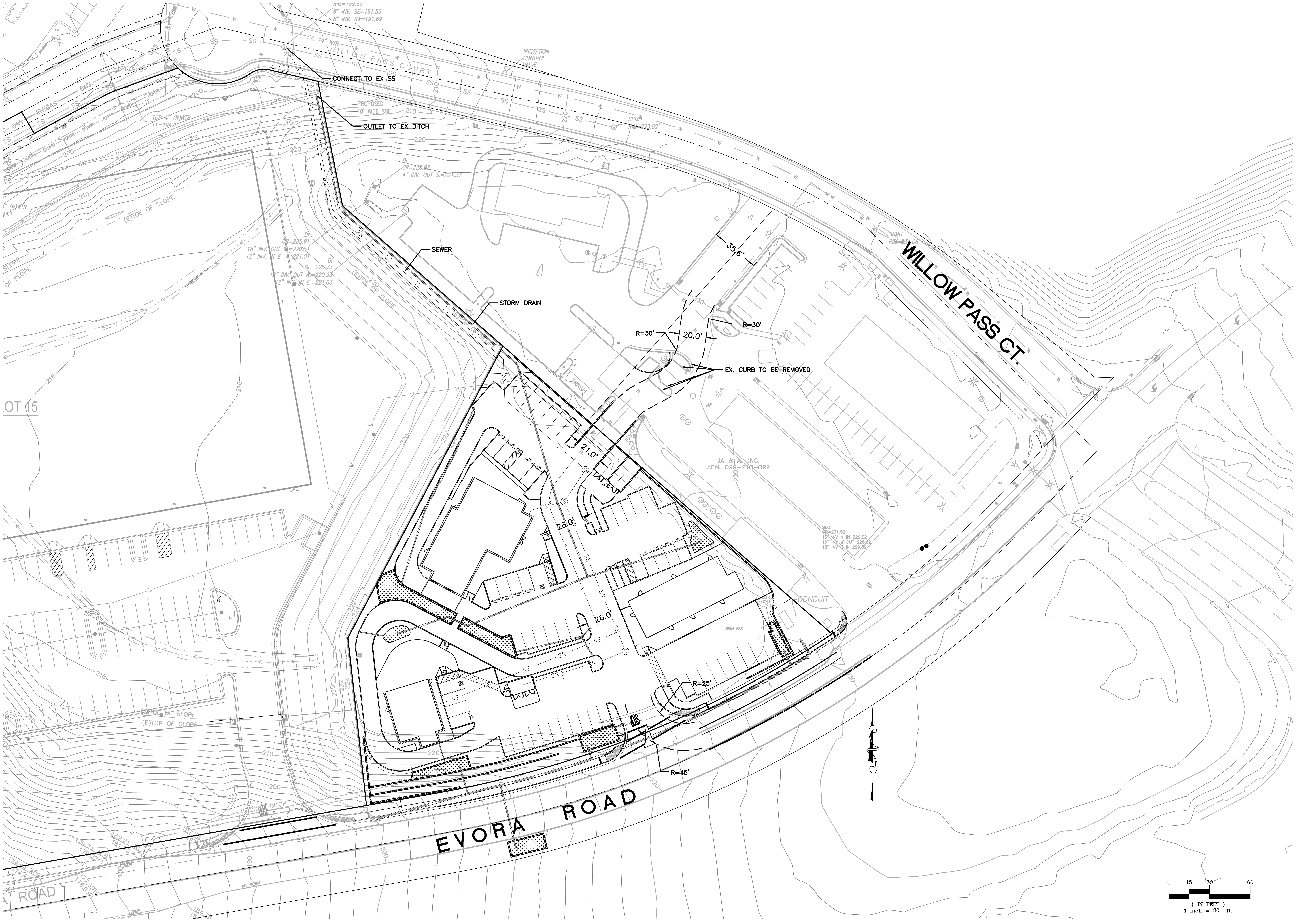
SIGNING AND STRIPING PLAN
WILLOW PASS CT RETAIL CENTER
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14

CONTRA COSTA COUNTY CALIFORNIA

JOB NO: 205033.7
SCALE: 1"=20'
DATE: 2/16/2024
DESIGN: VJD
DRAWN: MC
APPROVED: MC

DRAWING NUMBER
C4
4 OF 6

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C4 Signing & Striping.dwg PLOT DATE: 2/16/2024 10:45 AM BY Mason Chin



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Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
Telephone: (925) 476-2300
Fax: (925) 476-2350
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No.	BY	DATE	REVISIONS

REGISTERED PROFESSIONAL ENGINEER ROBERT C. WONG No. 43748 CIVIL STATE OF CALIFORNIA

FIRE ACCESS PLAN
WILLOW PASS CT RETAIL CENTER
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14

CONTRA COSTA COUNTY CALIFORNIA

JOB NO: 205033.7
SCALE: 1"=30'
DATE: 2/16/2024
DESIGN: VJD
DRAWN: MC
APPROVED: MC

DRAWING NUMBER
C5
5 OF 6

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C5 Fire Dept Access.dwg PLOT DATE: 2/16/2024 10:42 AM BY Mason Chin

BENCHMARK:

THE ELEVATION REFERENCE MARK FOR THIS SURVEY IS BASED UPON CONTRA COSTA COUNTY BENCHMARK, DESIGNATED "BM NO. 3726", DESCRIBED AS A FASTENER AND BRASS TAG ON TOP OF CONCRETE HEADWALL AT THE SW CORNER OF A BRIDGE OVER DIABLO CREEK ON PORT CHICAGO HIGHWAY, 0.6 MILES NORTH OF THE INTERSECTION OF HIGHWAY 4 AND PORT CHICAGO HIGHWAY.

ELEV= 28.38 FEET (NGVD 29)

UTILITY NOTE:

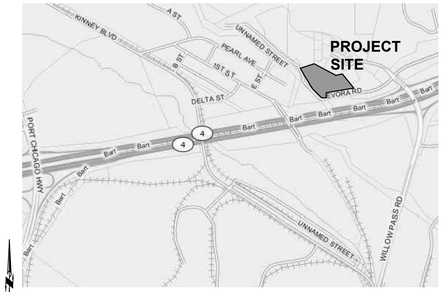
THE UTILITY LINES SHOWN ON THIS DRAWING ARE DERIVED FROM SURFACE OBSERVATION AND RECORD DRAWINGS. THE LOCATIONS ARE APPROXIMATE ONLY. ACTUAL LOCATION AND SIZE, TOGETHER WITH PRESENCE OF ANY ADDITIONAL UTILITY LINES NOT SHOWN ON THIS DRAWING SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ANY EXCAVATION.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS BASED ON THE MAP OF SUBDIVISION 8918 "WILLOW PASS BUSINESS PARK", FILED FOR RECORD IN BOOK 497 OF MAPS, AT PAGES 6–28, OFFICIAL RECORDS OF CONTRA COSTA COUNTY.

SURVEYOR'S NOTES:

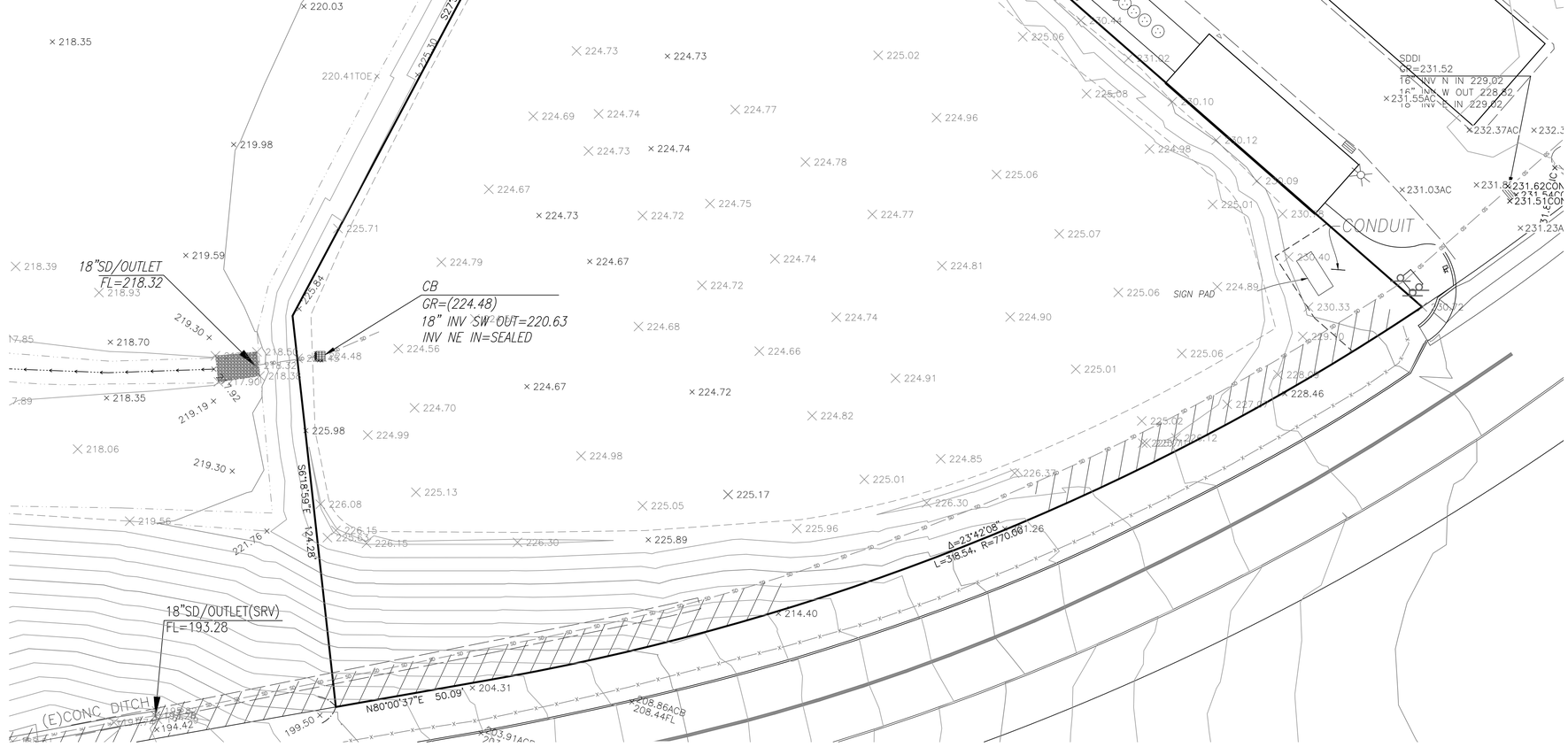
1. ALL DISTANCES SHOWN HEREON ARE GROUND DISTANCES, AND ARE IN U.S. SURVEY FEET AND DECIMALS THEREOF.
2. THE BOUNDARY AS SHOWN HEREON CONTAINS 1.50 ACRES, MORE OR LESS.
3. THIS TOPOGRAPHIC SURVEY REPRESENTS A FIELD SURVEY PERFORMED BY ALIQUOT ASSOCIATES, INC. IN NOVEMBER, 2018.
4. THIS SURVEY WAS BASED ON PRELIMINARY TITLE REPORT DATED NOVEMBER 8, 2017 BY NORTH AMERICAN TITLE COMPANY, ORDER NO. 1539215, AFTER NOVEMBER 8, 2017, THE SURVEYOR DOES NOT GUARANTEE AGAINST THE EXISTENCE OF ANY FURTHER RECORDED OR UNRECORDED EASEMENTS, USES, RIGHTS OF WAYS, LIENS OR ENCUMBRANCES.



VICINITY MAP
NOT TO SCALE

LEGEND:

AC	ASPHALT CONCRETE
BLDG	BUILDING
	BACK FLOW PREVENTER
C	CONCRETE
DWY	DRIVEWAY
	DOUBLE CHECK VALVE
FLG	FLOW LINE GUTTER
WM	WATER METER
	WATER VALVE
	FENCE GATE POST
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	GATE KEY PAD
JP	JOINT UTILITY POLE
	LIGHT
LB	LIGHT PULLBOX
	POST INDICATOR VALVE
	STANDARD STREET MONUMENT
	SIGN
S	SANITARY SEWER MANHOLE–(SSMH)
	STORM DRAIN CATCH BASIN–(SDCB)
D	STORM DRAIN MANHOLE–(SDMH)
	STORM DRAIN GRATE MANHOLE–(SDMHG)
	STORM DRAIN INLET–(DI)
PAUE	PRIVATE ACCESS AND UTILITY EASEMENT
TC	TOP OF CURB
T	TELEPHONE MANHOLE
	BOUNDARY LINE
	ADJACENT PROPERTY LINES
	MONUMENT LINE
	EASEMENT LINE (AS NOTED)
X X X X	EXISTING FENCE(AS NOTED)
OHE OHE	EXISTING OVERHEAD UTILITY LINE
W W	EXISTING WATER LINE
SD SD	EXISTING STORM DRAIN LINE
SS SS	EXISTING SANITARY SEWER LINE
GAS GAS	EXISTING GAS LINE(PER RECORD DRAWING)
	EXISTING BUILDING
	EXISTING CONCRETE SURFACE
	EXISTING TREE (AS NOTED)



0' 10' 20' 40'
Scale: 1"=20'

ALIQUOT
Aliquot Associates, Inc.
1390 S. Main St. - Ste. 310
Walnut Creek, CA 94596
Telephone: (925) 476-2300
Fax: (925) 476-2350
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REGISTERED PROFESSIONAL ENGINEER — MASON M. CHIN — No. 43748 — CIVIL — STATE OF CALIFORNIA

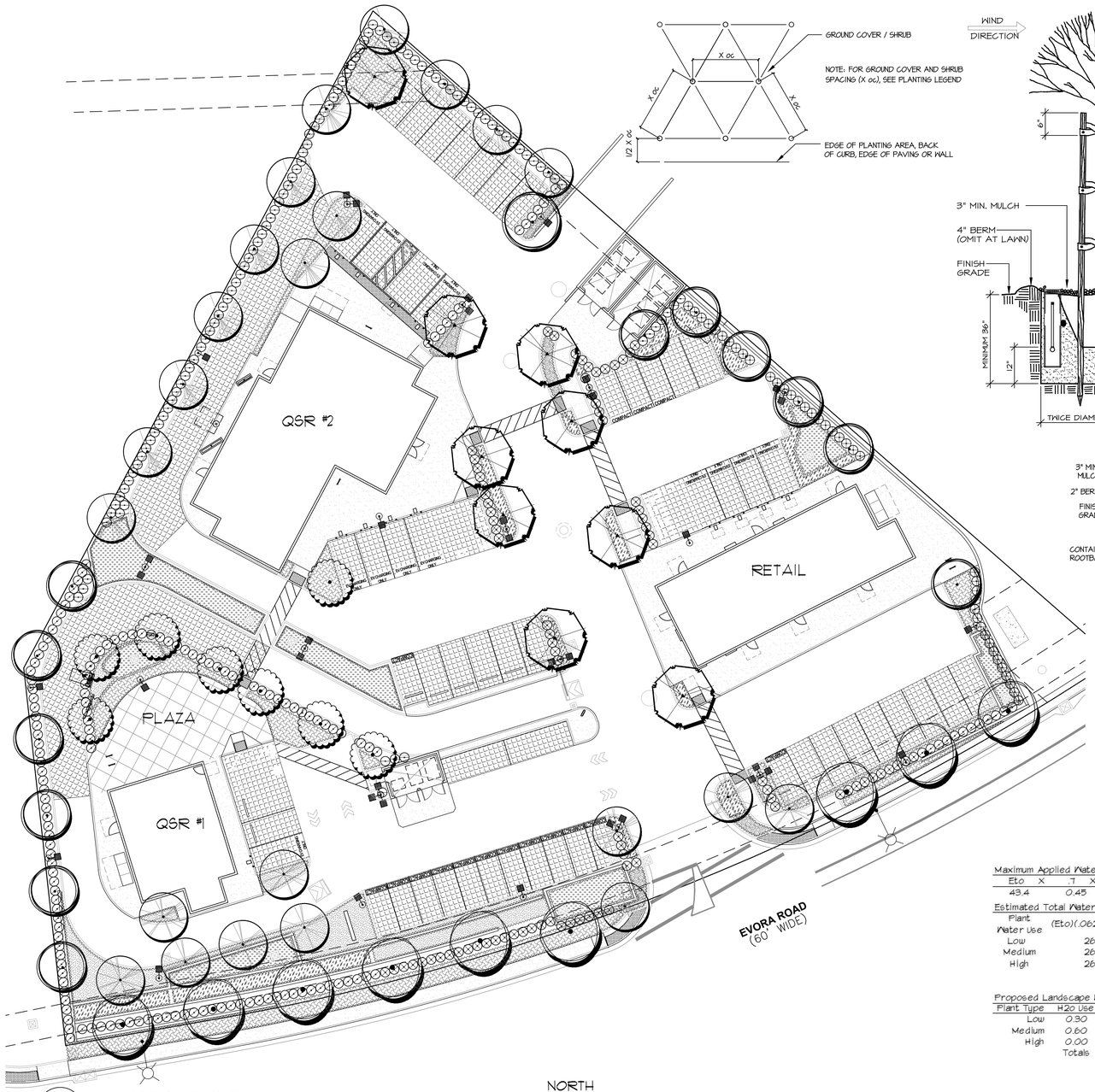
BOUNDARY AND TOPOGRAPHIC SURVEY
DEVELOPMENT PLAN
SUBD. 8918 WILLOW PASS BUSINESS PARK LOT 14

CONTRA COSTA COUNTY CALIFORNIA

JOB No:	205033.7
SCALE:	1"=30'
DATE:	2/16/2024
DESIGN:	VJD
DRAWN:	MC
APPROVED:	MC

DRAWING NUMBER
C6
6 OF 6

FILE: P:\205\205033.00\Engineering\Drawings\Grading and Improvement Lot 14\C6 Topo & Bndy.dwg PLOT DATE: 2/16/2024 10:44 AM BY Mason Chin



1 LANDSCAPE PLAN

1" = 20'-0"

PLANITNG INSTALATION AND LAYOUT

Maximum Applied Water Allowance

Eto	X	.7	X	Pltg S X	Gal./SF	MAWA
43.4		0.45		12,029	0.62	145,654

Estimated Total Water Use

Plant Water Use	(Eto)(.062)	X	(PF X HA) IE	ETWU
Low	26.9		4,343	116,870
Medium	26.9		149	4,013
High	26.9		0	0
			Total	120,883

Proposed Landscape Water Use

Plant Type	H2o Use	Pltg SF	Gallons	% of Land.
Low	0.30	11,727	116,870	97%
Medium	0.60	302	4,013	3%
High	0.00	3,198	0	0%
	Totals	15,227	120,884	100%

VICINITY MAP

PLANTING LEGEND

Symbol	BOTANICAL NAME	COMMON NAME	H2O	SIZE	QNTY
	Tree				
	Pistacia chinensis 'Keith Davey'	K. Davey Chinese Pistache	L	24" Box	9
	Tilia tomentosa	Silver Linen	L	36" Box	9
	Laurus nobilis 'Saratoga'	Saratoga Sweet Bay	L	24" Box	12
	Arbutus 'Marina'	Marina Arbutus	L	24" Box	13
	Lagerstroemia indica 'Muskogee'	Lavender Crape Myrtle	L	24" Box	8
	Lagerstroemia indica 'Tuscarora'	Red-Pink Crape Myrtle	L	24" Box	10
	Shrubs and Vines				
⊖	Dodonaea viscosa 'Purpurea'	Purple Hopseed Bush	L	5 Gallon	
⊗	Euonymus japonicus 'Green Spire'	Evergreen Euonymus	L	5 Gallon	
⊘	Pittosporum tobira and cvs.	Mock Orange	L	5 Gallon	
⊕	Xylosma congestum	Shiny Xylosma	L	5 Gallon	
■	Parthenocissus tricuspidata	Boston Ivy	L	1 Gallon	
	Ground Cover				
ROS	Rosmarinus officinalis 'Huntington Carpet'	Rosemary	L	1 Gallon @ 30"oc	
MYO	Myoporum parvifolium 'Putah Creek'	Prostrate Myoporum	L	1 Gallon @ 30"oc	
COT	Cotoneaster dammeri 'Lowfast'	/ Lowfast Cotoneaster	L	1 Gallon @ 30"oc	
JUN	Juncus patens 'Enigma Mytery Blue	Calif.Gray Rush	L	1 Gallon @ 30"oc	
ANN	Annual Flowers		M	4" Pots 18"oc	

▨	▨	▨	▨	▨
ANN	ROS	MYO	COT	COT

Landscape Calculations

Plant Material Installation Size:
- All trees are a minimum of 24" Box except street trees which are 36" Box
- All Shrubs are 5 gallon
- All Ground Cover is a minimum 36" oc

Parking Lot Trees: 1 Tree per 4 stalls

Total Stalls	58
Required Trees	13
Provided Trees	21

PLANTING NOTES

1. All trees are to be staked as shown in the staking diagram per city requirement.
2. Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
3. All ground cover and shrub areas shall be top-dressed with a 3" layer of bark mulch.
4. All ground cover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in one year.
5. There shall be no storing of material or equipment, permitting of any burning or operating or parking of equipment under branches of any existing plants to remain. If existing plants to remain are damaged during construction, the plants shall be replaced with the same species an size as those damaged.
6. All plant material shall be nursery grown stock. All plant materials shall be tagged at the nursery at least 1 month prior to planting for the Landscape Architects review.
7. Review layout of all landscape elements with the Landscape Architect prior to installation. Field modifications may be necessary. Final layout to be reviewed by the Landscape Architect .
8. Written dimensions supersede scaled dimension Measurements are from the wall face, back of curb. edge of walk, building wall, property line or center line as graphically indicated.
9. All layout corners are at 90 degrees right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freeform curves.
10. HERBICIDE APPLICATION: Herbicide shall not be used until all plant material has been planted a minimum of 20-days. All planting areas shall be kept weed-free by non-herbicide methods during this time period. Herbicide shall not be applied to any areas which are or have been seeded. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.
11. Landscaping shall be maintained in a manner to prevent landscaping from growing above 3' in height in the areas indicated in the plans as being located within a safety visibility triangle area.
12. CERTIFICATION: Prior to occupancy, the Landscape Architect shall certify in writing in a manner acceptable to the Building inspection Division, that the landscaping has been installed in accordance with all aspects of the approved landscape plans.
13. A minimum of 8" of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
14. Incorporate compost or natural fertilizer into the soil to a minimum depth of 8" at a minimum rate of 6 cubic yards per 1000 square feet.
15. All Plantings shall be automatically irrigated utilizing state of the art system, components and installation techniques.
16. Plant pits shall have their sides and bottoms loosened or otherwise broken to prevent glazed or compacted surfaces, and shall be as shown on the planting detail. Only un-amended soil shall be used beneath the root ball; cultivate bottom of plant pit to improve porosity. Backfill around sides of rootball shall be the amended soil taken from adjacent prepared areas. Spread material excavated from plant pits onto adjacent areas as replacement. Should additional backfill be necessary, a mixture of one_third organic amendment/fertilizer mix and two_thirds topsoil may be used.
17. Preliminary Grading shall be indicated on the Civil Engineering Plans . There are no slopes on the site.

Ciardella
associates
Landscape Architecture
Urban Design
200 Clock Tower Place
Suite D100-A
Carmel, CA 93923
Tel 831 624 6100
Tel 650 326 6100
ca@ciardella-assoc.com

LICENSED LANDSCAPE ARCHITECT
RICHARD N. CIARDELLA NO. 2767
Signature
12/31/25
Renewal Date
2-16-24
Date
STATE OF CALIFORNIA

M I Architects
M I Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@miarchitect.com
www.miarchitect.com

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LANDSCAPE PLAN

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: 1:20 DATE: 09-09-19

LA1

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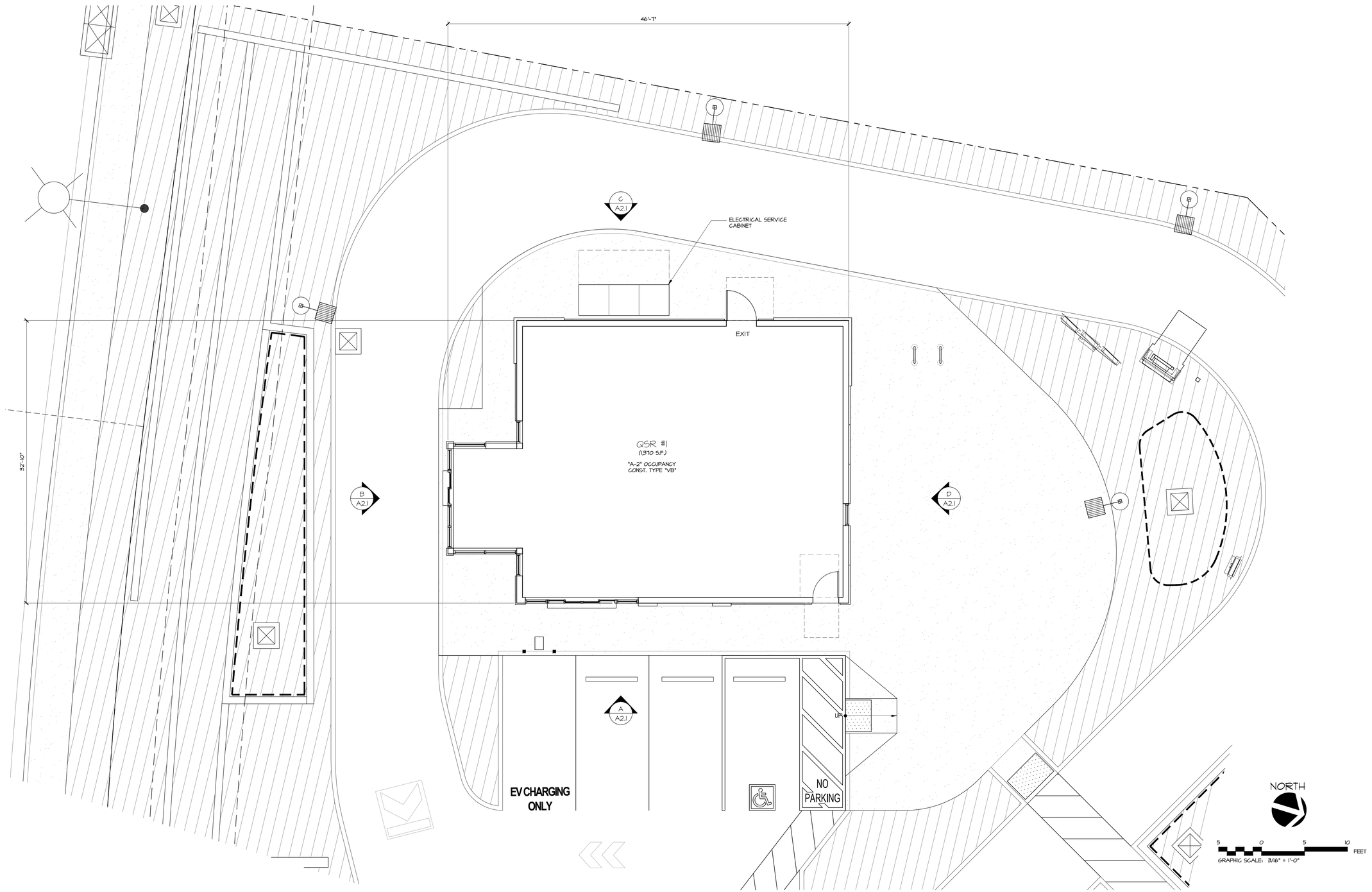

1 **QSR #1 FLOOR PLAN**
3/16" = 1'-0"

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1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
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QSR #1 FLOOR PLAN

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

A1.1

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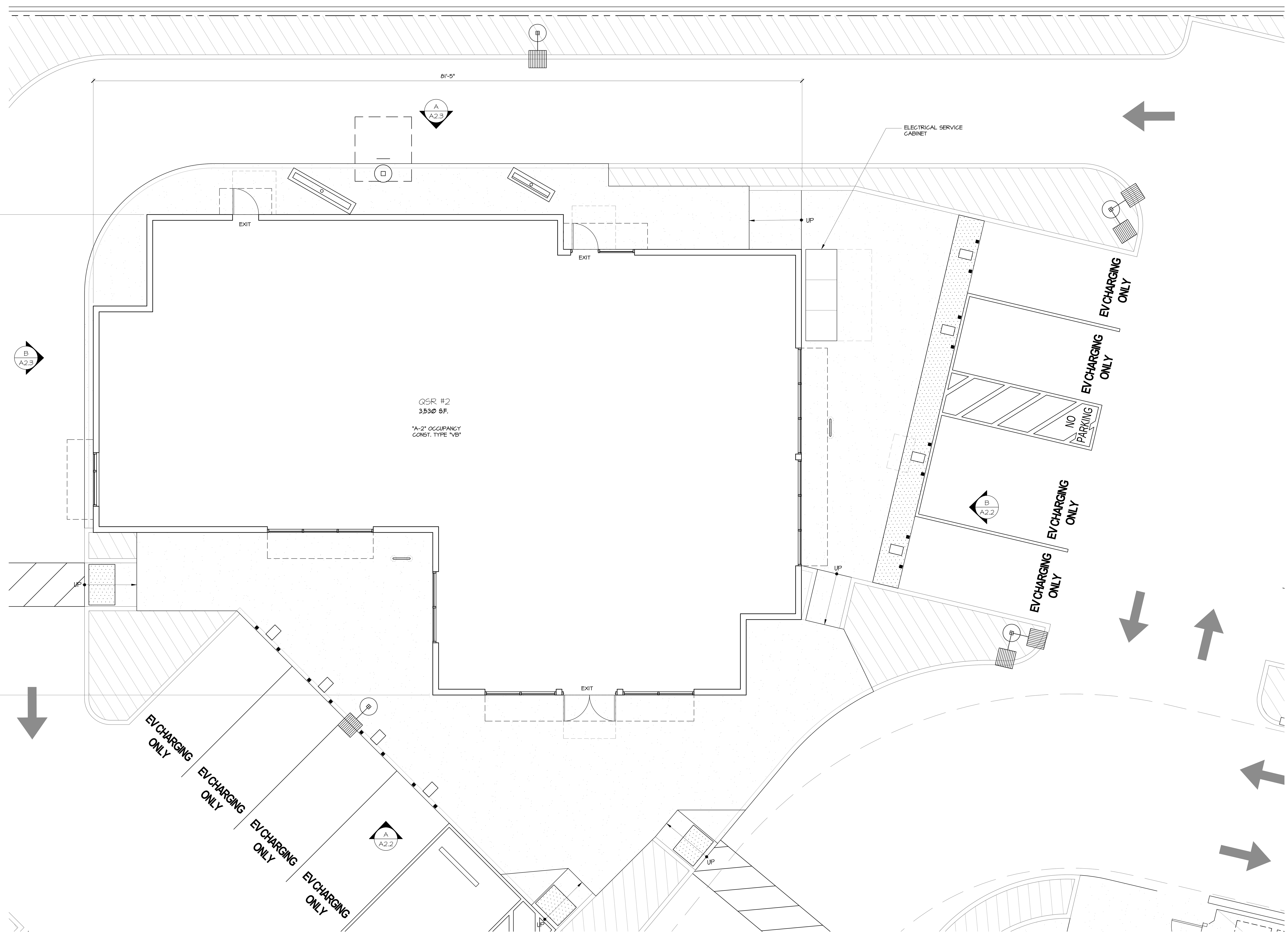

1 QSR #2 FLOOR PLAN
3/16" = 1'-0"

5 0 5 10 FEET
GRAPHIC SCALE: 3/16" = 1'-0"

NORTH

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PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
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QSR #2 FLOOR PLAN

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

A1.2

SHEET OF

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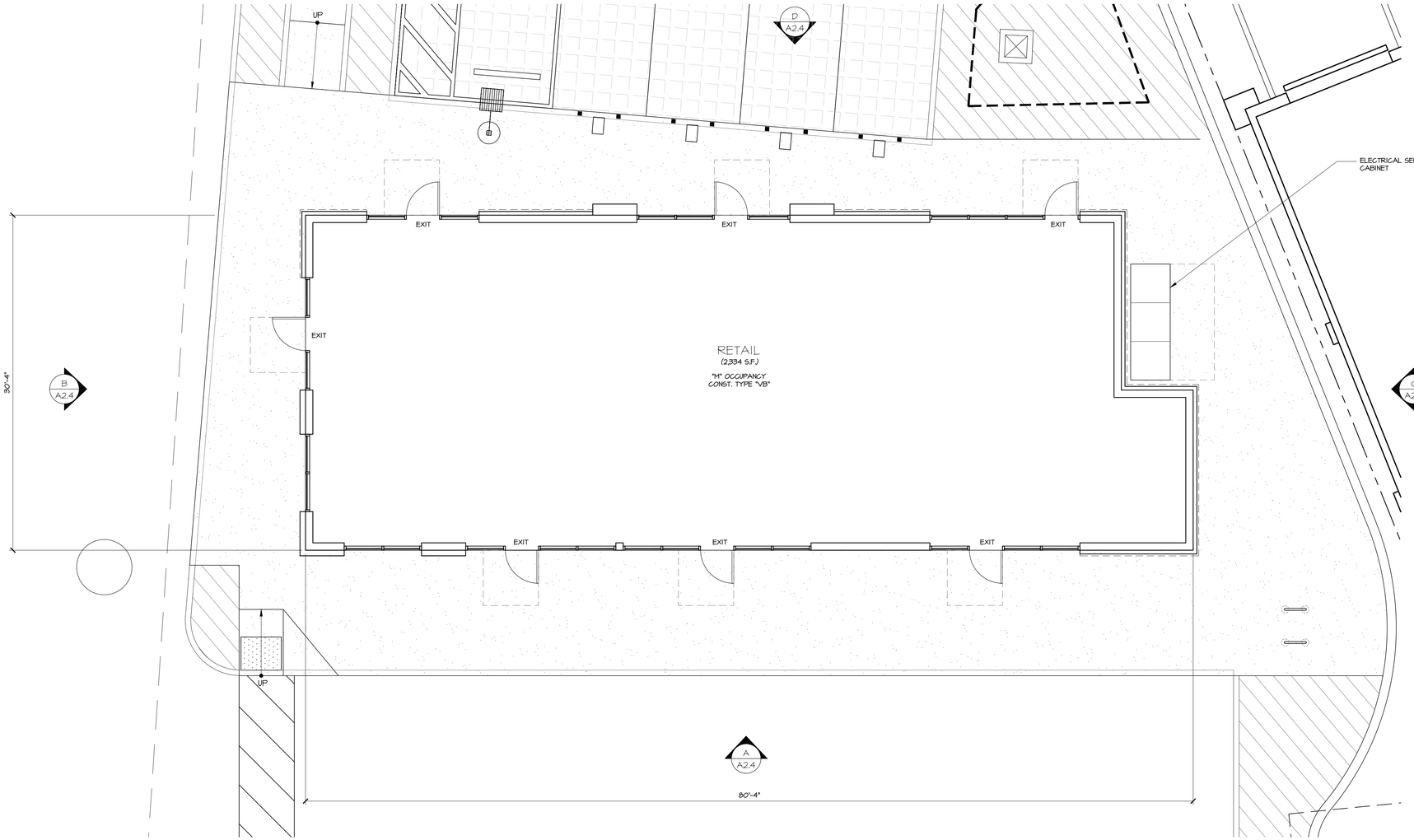

NORTH

5 0 5 10 FEET

GRAPHIC SCALE: 3/16" = 1'-0"

1 RETAIL FLOOR PLAN
3/16" = 1'-0"

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SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-443-1581 Fax
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RETAIL
FLOOR PLAN

PROJECT #: 19-3908

DRAWN: EMQ CHECKED: MII

SCALE: AS NOTED DATE: 09-09-19

A1.3

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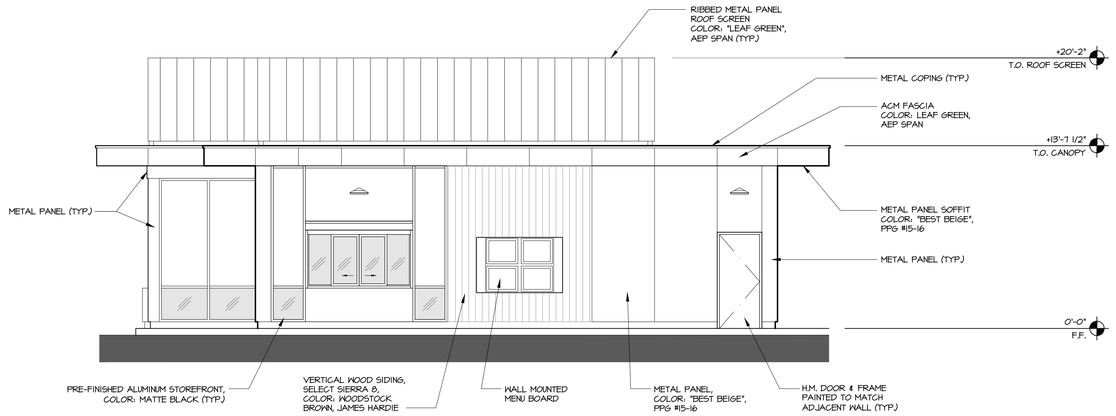
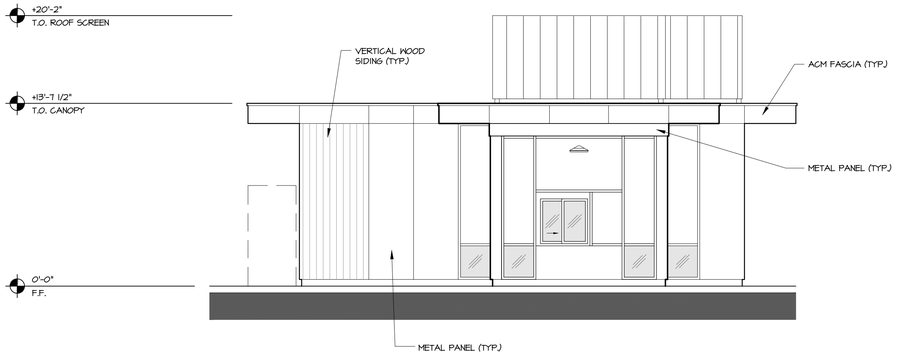
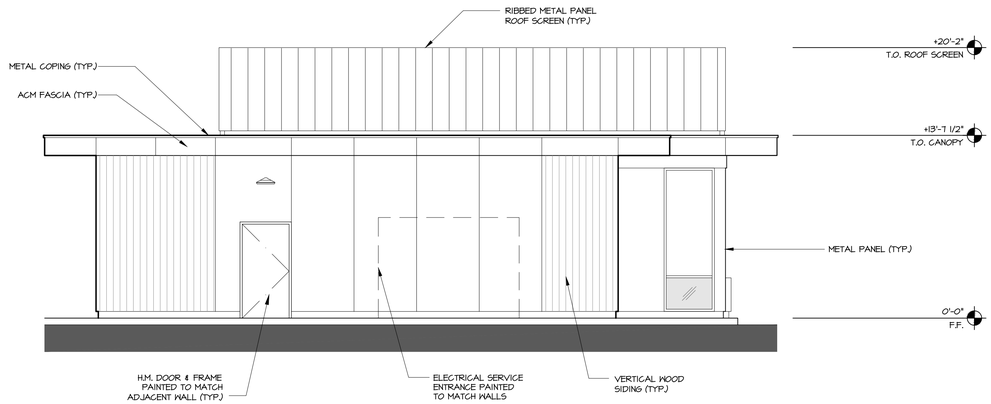


A EAST ELEVATION
3/16" = 1'-0"



B SOUTH ELEVATION
3/16" = 1'-0"



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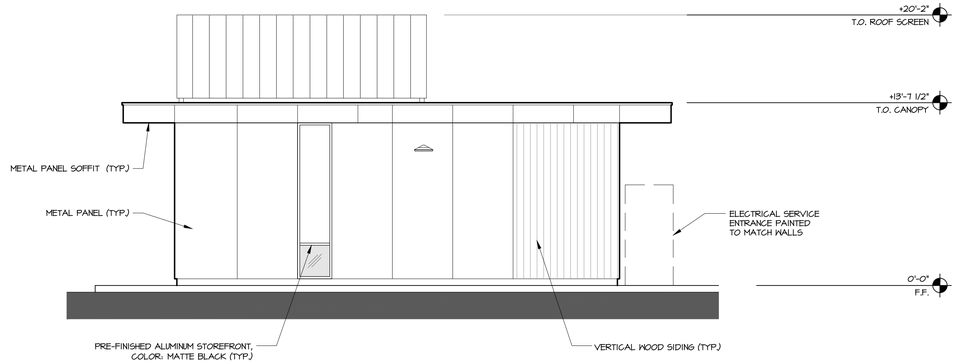
3/16" = 1'-0"



D NORTH ELEVATION
3/16" = 1'-0"

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DESIGN
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QSR #1
BUILDING ELEVATIONS

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

A2.1

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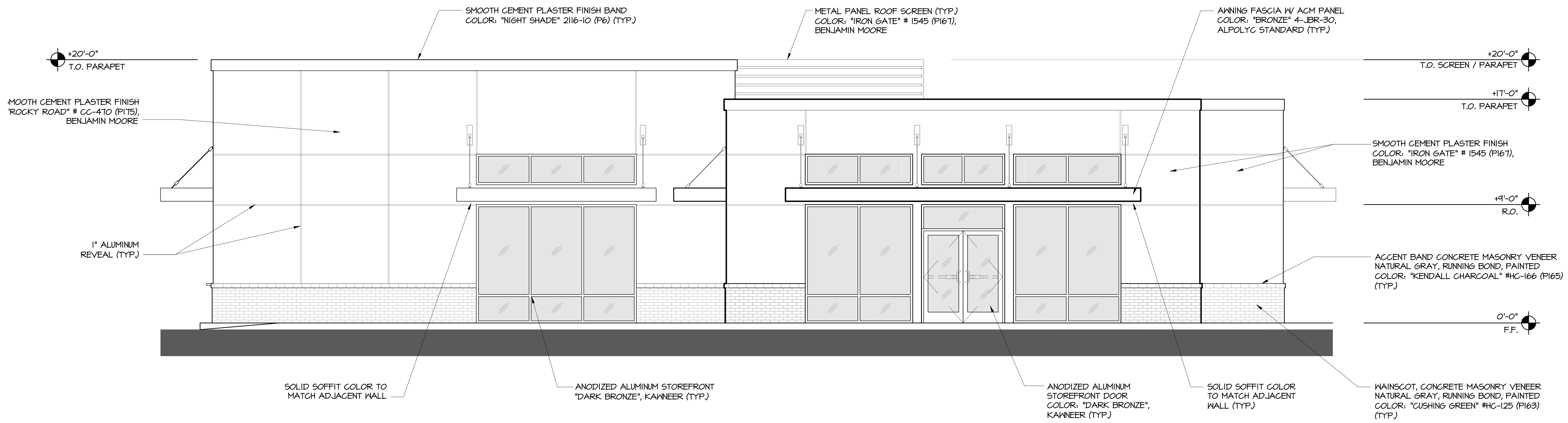
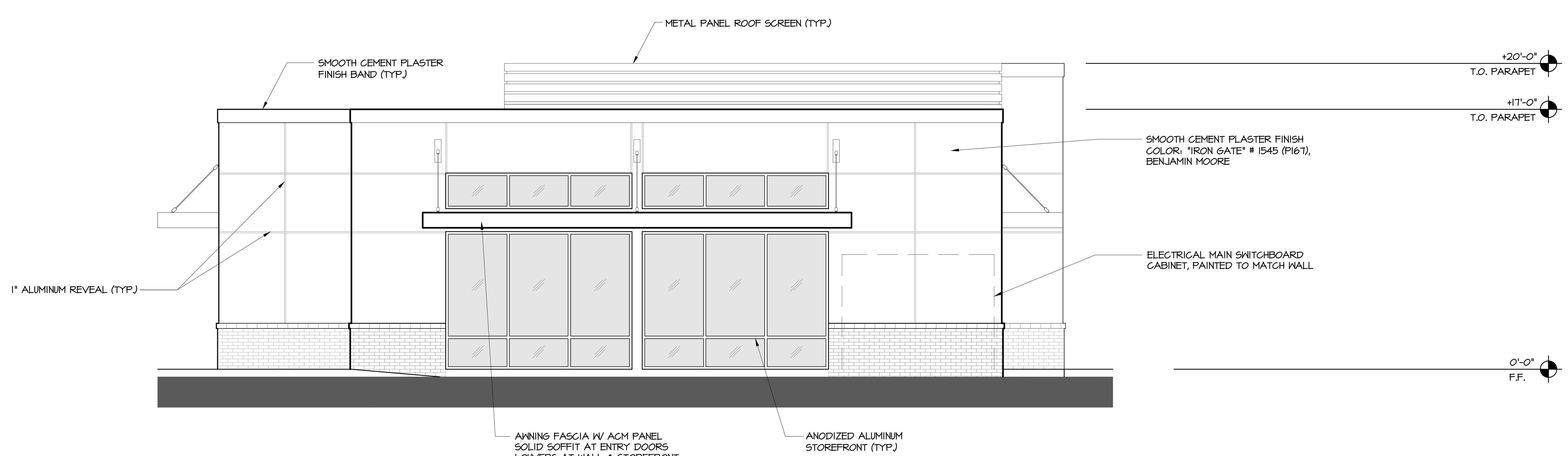


A EAST ELEVATION
3/16" = 1'-0"



B NORTH ELEVATION
3/16" = 1'-0"

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M I Architects, Inc.
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PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD.,
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-943-1581 Fax
925-878-9875 Cell
muthana@miarchitect.com
www.miarchitect.com

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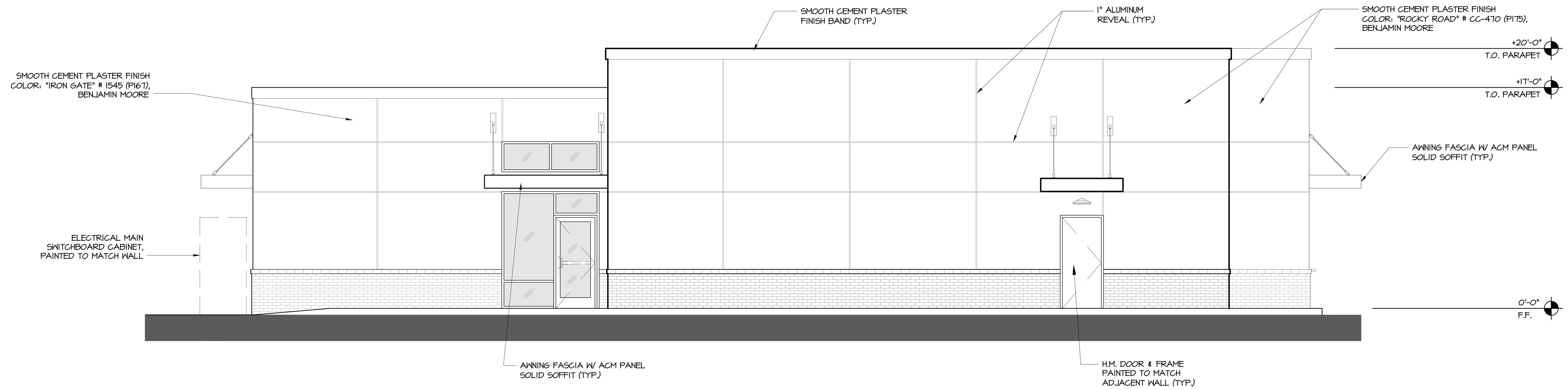
QSR #2
BUILDING ELEVATIONS

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

A2.2

SHEET OF



A WEST ELEVATION
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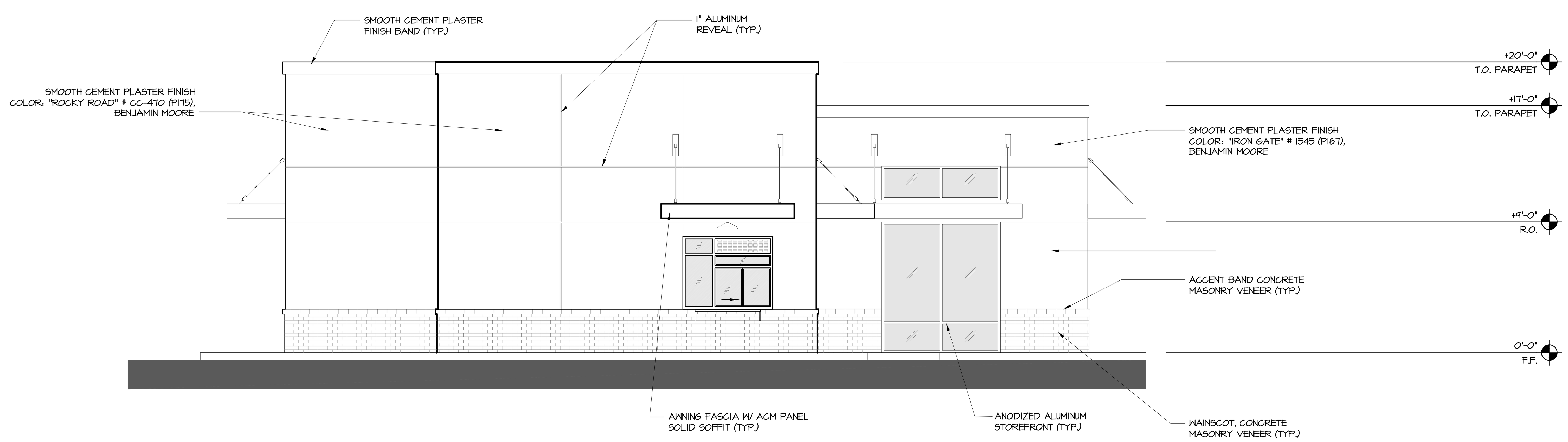

B SOUTH ELEVATION
3/16" = 1'-0"

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DESIGN
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03-XX-17	ISSUED FOR PLANNING

NO.	DATE	DESCRIPTION
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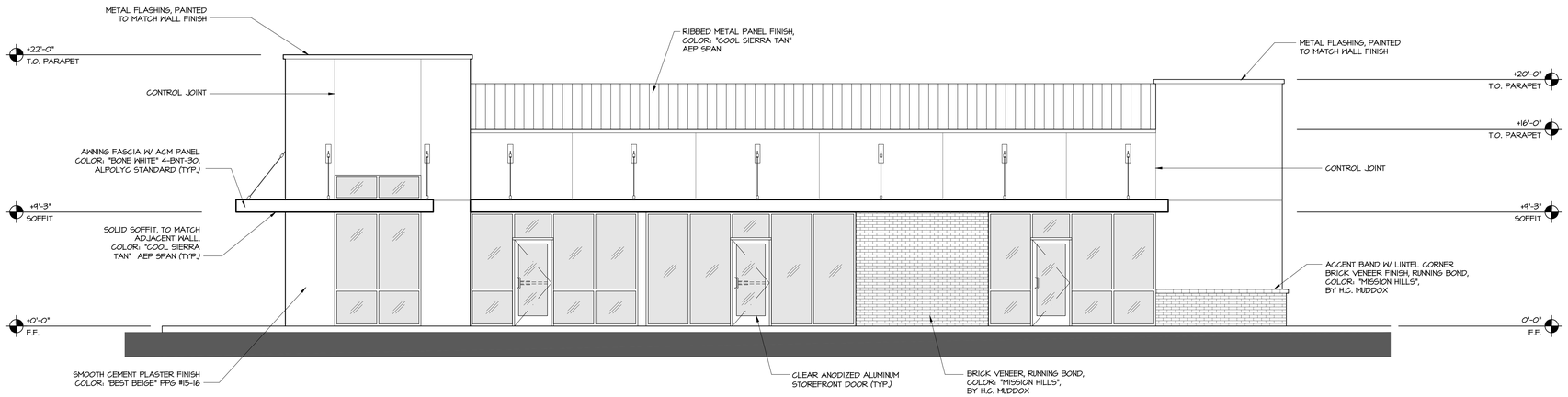
QSR #2
BUILDING ELEVATIONS

PROJECT #: 19-3908
DRAWN: EMQ CHECKED: MII
SCALE: AS NOTED DATE: 09-09-19

A2.3
SHEET OF



A SOUTH ELEVATION
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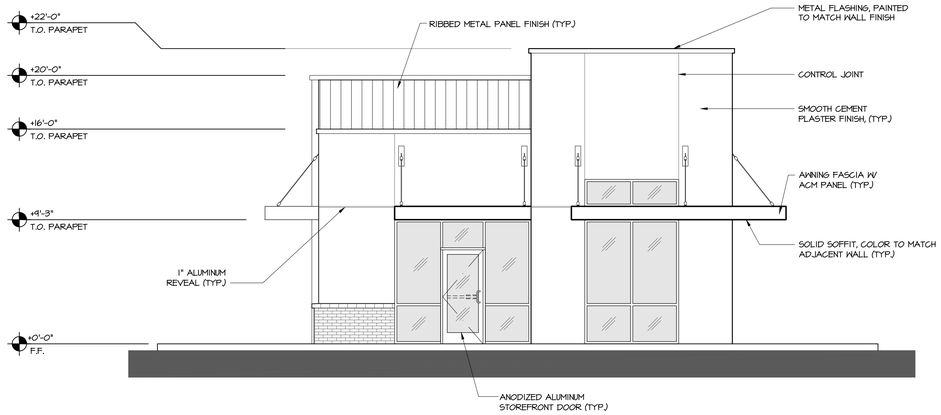

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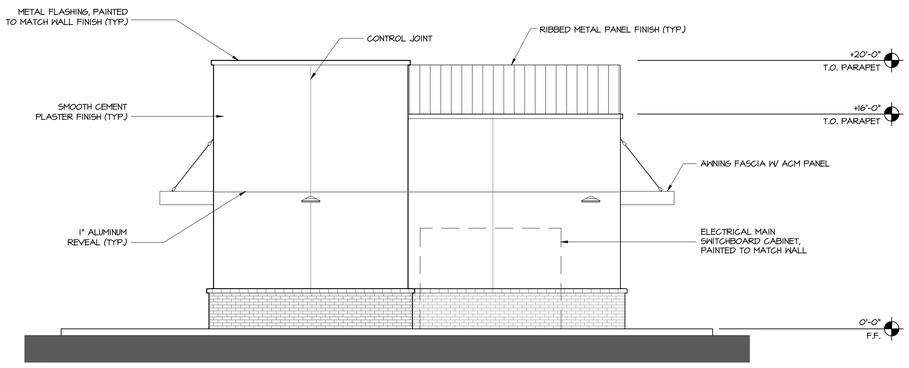
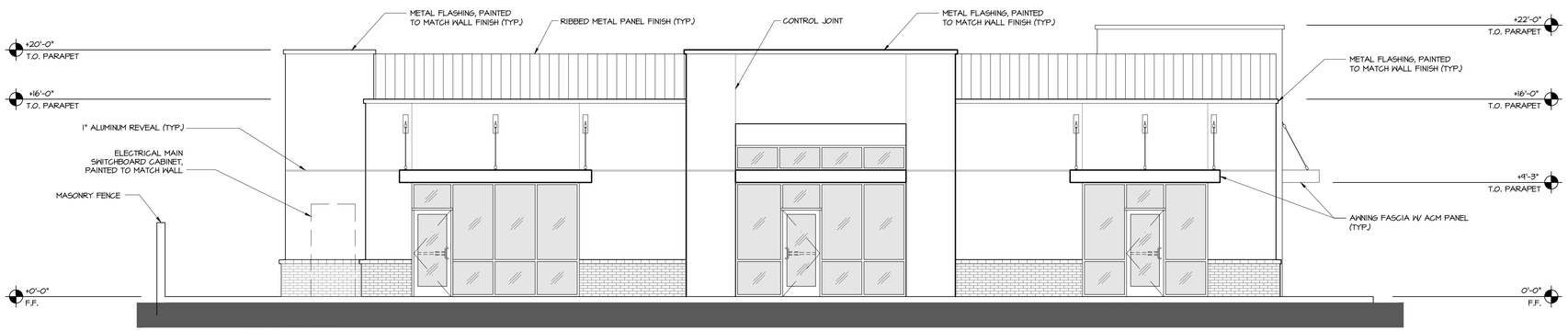


C EAST ELEVATION
3/16" = 1'-0"



D NORTH ELEVATION
3/16" = 1'-0"

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RETAIL
BUILDING ELEVATIONS

PROJECT #: 19-3908

DRAWN: EMQ CHECKED: MII

SCALE: AS NOTED DATE: 09-09-19

A2.4

SHEET OF

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