Department of Conservation and Development

30 Muir Road
Martinez, CA 94553

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Contra Costa County

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October 21, 2021

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

County File No. CDDP18-03005

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

LEAD AGENCY: Conservation and Development (Grant Farrington, 925-655-2868)

PROJECT TITLE: Expansion of Automobile Storage Facility in Bay Point

APPLICANT: Rod Schlenker c/o Insurance Auto Auctions, Inc.
Ph. (708) 492-7302
Two Westbrook Corporate Center, Suite 500
Westchester, IL 60154

LOCATION: 2770 Willow Pass Road, Bay Point, CA 94565
(Assessor Parcel No. 098-240-031) (Zoning: Planned Unit District (P-1))

PROJECT DESCRIPTION:

The applicant is requesting approval of development plan to allow the expansion of an existing vehicle storage facility for the storage of approximately 1,200 additional theft recovered and damaged vehicles and a tree permit for the removal of 39 code-protected trees ranging in size form 7" to 60" in diameter. The proposed project will expand previously approved land uses (County Files #CDLP98-02056 and #CDLP02-02009) and all existing auto auction activities will still occur on the adjacent parcel to the north.
The project includes site improvements for ingress and egress to the site as well as the removing of existing structures. No additional development or human occupancy of the lot is proposed.

SITE AND AREA DESCRIPTION:

The project site is a 10.35-acre vacant lot that has a narrow frontage along Willow Pass Road, yet access to the property is achieved through the adjacent parcels to the west and north. The property shares a 376-foot border to the north with parcel 098-240-024 where the land use permit (County File #CDLP98-02056) for the storage of theft recovered and damaged vehicles was first established. Both the subject parcel and the parcel to north utilize an existing shared private driveway that is located on the parcels to the west and south of the site and the expansion of the existing approved use does require any modification to this driveway.

ENVIRONMENTAL EFFECTS OF THE PROJECT:

Pursuant to the requirements of the California Environmental Quality Act (CEQA) Section 15071, the Initial Study/Mitigated Negative Declaration (MND) describes the proposed project; identifies, analyzes, and evaluates the environmental impacts which may result from the proposed project; and identifies measures to mitigate adverse environmental impacts. The mitigations identified in this document and designed for the proposed project ensure that the project will not cause a significant impact on the environment. The Initial Study for the proposed project identified potentially significant impacts in the environmental areas of Aesthetics, Biological Resources, and Hydrology/Water Quality. Environmental analysis determined that measures were available to mitigate potential adverse impacts to less-than-significant levels. As a result, an MND has been prepared pursuant to Public Resources Code Section 21080(c) of the California Environmental Quality Act (CEQA) Guidelines.

WHERE TO REVIEW THE MITIGATED NEGATIVE DECLARATION:

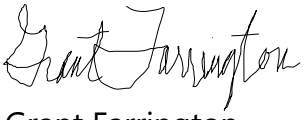
Due to the COVID-19 shelter-in-place order, the mitigated negative declaration can be viewed online at the following link: **https://www.contracosta.ca.gov/4841/Public-Input.** Any sources of information referenced in the Initial Study and MND can be provided upon request by contacting the project planner.

PUBLIC COMMENT PERIOD:

Prior to adoption of the MND, the County will be accepting comments on the adequacy of the document during a 30-day public comment period; the MND may be adopted at a future date in a public hearing following the public comment period. **The period for accepting comments on the adequacy of the environmental document will begin on Friday, October 22, 2021 and extends to Monday, November 22, 2021, until 5:00 P.M**. Any comments should be in writing and submitted to the following address:

Grant Farrington, Planner II
Community Development Division
Contra Costa County, Department of Conservation and Development
30 Muir Road, Martinez, CA 94553

Sincerely,

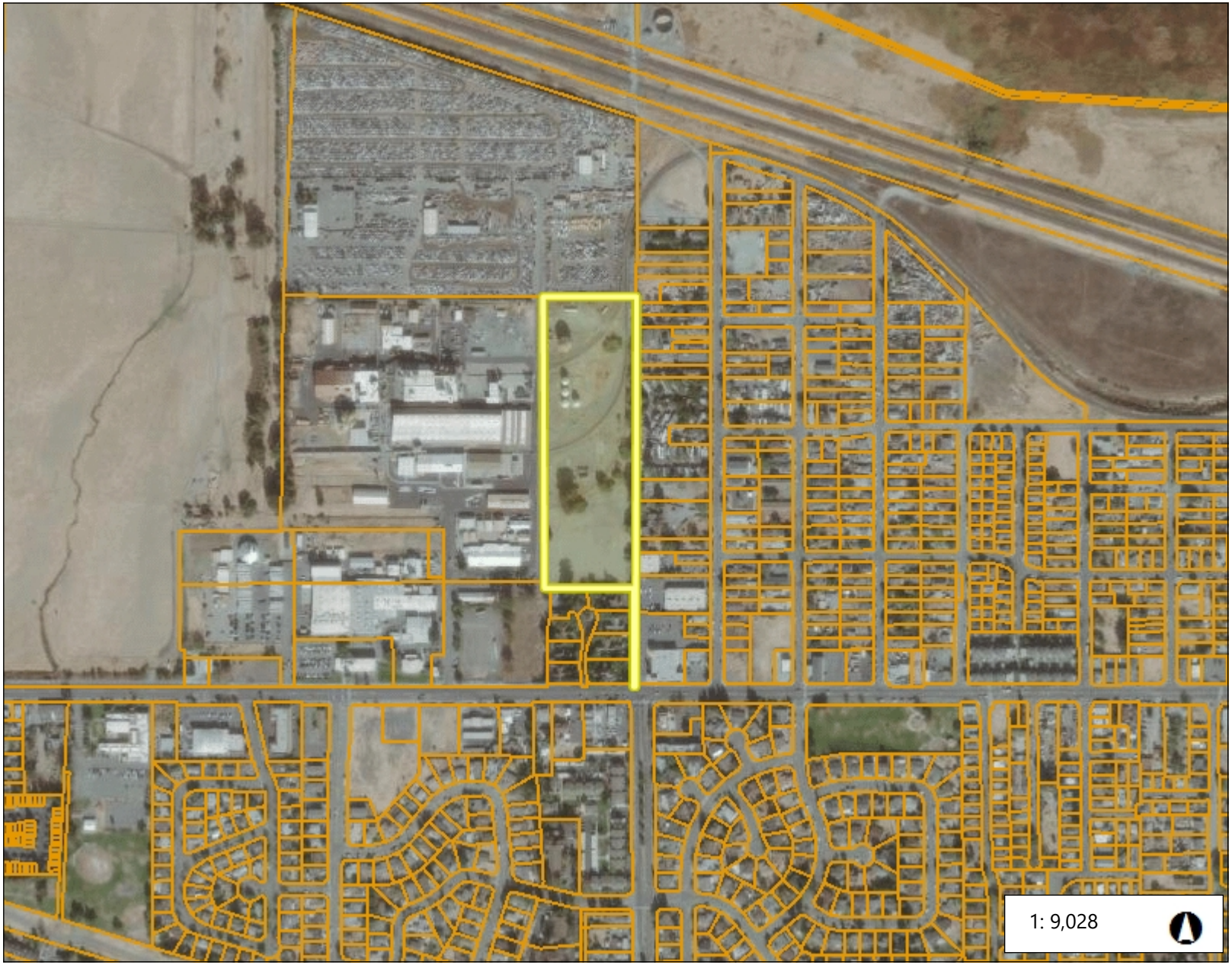


Grant Farrington
Planner II
(925) 655-2868
Grant.Farrington@dcd.cccounty.us

cc: County Clerk's Office (2 copies)
Adjacent Occupants and Property Owners
Notification List

Attm: Vicinity Map

2770 Willow Pass Road Vicinity Map



Legend

- City Limits
- Assessment Parcels
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

Notes

Contra Costa County -DOIT GIS

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION

CEQA ENVIRONMENTAL CHECKLIST FORM

1.	Project Title:	Expansion of Automobile Storage Facility in Bay Point (County File #CDDP18-03005)
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:	Grant Farrington, Project Planner (925) 655-2868
4.	Project Location:	2770 Willow Pass Road Bay Point, CA 94565 Assessor Parcel No. 098-240-031
5.	Project Sponsor's Name and Address:	Rod Schlenker c/o Insurance Auto Auctions, Inc. (Applicant) Two Westbrook Corporate Center, Suite 500 Westchester, IL 60154
6.	General Plan Designation:	Heavy Industrial (HI), Single-Family Residential-Low (SL)
7.	Zoning:	Planned Unit District (P-1)

8. **Description of Project:** The applicant is requesting approval of development plan to allow the expansion of an existing vehicle storage facility to allow the storage of approximately 1,200 additional theft recovered and damaged vehicles and a tree permit for the removal of 39 code-protected trees ranging in size form 7” to 60” in diameter. The existing land use was previously approved on the adjacent parcel through County File #LP98-02056, which included the construction of an office and a covered parking area on a 15-acre site. The use was expanded through the approval of County File #LP02-02009 which included an additional 10 acres of a space for vehicle storage and a designated area for auto auctions to occur onsite. The proposed project will expand these approved land uses and all existing auto auction activities will still occur on the adjacent parcel to the north. Transportation of theft recovered and damaged vehicles to the project site will maintain the existing approved hours of Monday through Friday from 7:30am to 4:00pm and the project will not generate any additional truck trips to the site over current operational use. All vehicles will be drained of fluids off-site prior to storage.

   The project includes site improvements for ingress and egress to the site as well as the removing of existing structures. No additional development or human occupancy of the lot is proposed.

9. **Surrounding Land Uses and Setting**:

Surrounding Area: The subject property is located north of Willow Pass Road in the Bay Point area of unincorporated Contra Costa County where land uses are primarily a combination of industrial, commercial, residential, and mixed use along the Willow Pass Road corridor. The Pittsburg city limit is located approximately 0.5 miles east of the project site and the Suisun Bay waterfront is approximately 1.13 miles to the north. Adjacent parcels to the west have been developed with industrial uses and properties to the immediate east have been developed with single and multi-family residences. To the south along Willow Pass Road, the properties are predominantly developed with commercial and retail uses. The Burlington Northern Santa Fe and Union Pacific rail lines are north of the site and separate the industrial and residential uses from the biological riparian area adjacent to the Suisun Bay waterfront.

Subject Property: The project site is a 10.35-acre vacant lot that has a narrow frontage along Willow Pass Road, yet access to the property is achieved through the adjacent parcels to the west and north. The property shares a 376-foot border to the north with parcel 098-240-024 where the land use permit (County File #CDLP98-02056) for the storage of theft recovered and damaged vehicles was first established. Both the subject parcel and the parcel to north utilize an existing shared private driveway that is located on the parcels to the west and south of the site and the expansion of the existing approved use does require any modification to this driveway. The property is a predominantly rectangular flag lot with several abandoned storage tanks and rail spurs present on the site. The site is not currently in use for any approved land use however County records shows that a propane storage business was at one time present on the property.

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

- Contra Costa County Public Works Department
- Contra Costa County Building Inspection Division
- Contra Costa Fire Protection District
- Contra Costa County Environmental Health Services Department
- 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.?**

A "Notice of Opportunity to Request Consultation for Expansion of a Temporary Automobile Storage Site at 2770 Willow Pass Road" for the development plan project was sent to the Wilton Rancheria on February 17, 2021. Staff did not receive a request for consultation from the California Native American tribes in response to this notice.

Environmental Factors Potentially Affected

Without mitigation, the environmental factors checked below would have been potentially affected by this project. Upon incorporation of the mitigation measures identified in the following pages it has been found that the project will not result in any impacts to the environment.

☒ 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, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

Grant Farrington

10/21/2021

Grant Farrington
Planner II
Contra Costa County
Department of Conservation & Development

Date

ENVIRONMENTAL CHECKLIST

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: The Open Space Element of the County General Plan identifies major scenic ridges and waterways within the County. The project site is located approximately 1.15 miles to the south of the Suisun Bay which is designated as a scenic waterway in the General Plan (Figure 9-1). However, the project site is flat, and no development is proposed which would extend higher than the existing perimeter fence. Even though the project does not include any development, the storage of theft recovered and damaged vehicles would be located adjacent to existing single-family residences. In addition, the project will also include the construction of a perimeter security fence and could degrade the existing views of the adjacent residences without mitigation. There are no other scenic elements including major ridges or rock outcroppings in the vicinity. Thus, the proposed project would have a less than significant impact on scenic vistas.

Potential Impact

Upon approval of the project, approximately 1,200 theft recovered and damaged vehicles are to be stored on a previously vacant lot adjacent to single-family residential housing in addition to the construction of a security fence. The following mitigation measures will ensure that the impact to local aesthetics will be reduced to a less than significant level.

Mitigation Measures

AES-1: A 12-foot buffer as shown on the landscape plans dated May 28, 2020 between the storage of any vehicles and the nearest property line to the east and the to south of the site and the applicant shall provide evidence of such prior to the storage of any vehicles.

AES-2: To lessen the visual impacts of the auto storage facility from adjacent residential properties landscape screening as shown on the project landscape plans dated May 28,

2020 shall be planted and maintained between the facility and the residential properties.

b) Less than Significant Impact: There are no major rock outcroppings on the subject property and the project is not located within a state scenic highway that would impact a historic building. The site plan identifies several groupings of trees that are slated for removal however, most of the trees are types not listed as indigenous to Contra Costa County in Section 816-6.6004(1)(A) of the Contra Costa Ordinance Code nor are they visible from the surrounding area. Although the project does include the removal of code-protected trees, the submitted landscape plan identifies replacement trees that are drought tolerant and can add to immediate scenic vicinity for adjacent lots. Thus, the proposed project would have a less than significant impact on any scenic resources.

c) No Impact: The subject property is within an urbanized area, specifically the Bay Point Planned Unit (P-1) zoning district. The property is located within the Heavy Industry (HI) and Single-Family Residential-High (SH) General Plan designations, although the portion of the lot that is designated as SH is an approximately 10 feet wide and 307 feet long panhandle access strip that will not include any portion of the project. There are no provisions within the P-1 zoning district regulating scenic quality. Therefore, the proposed project does have an impact on scenic quality.

d) No Impact: The proposed project includes the storage of theft recovered and damaged vehicles. Transportation of the vehicles to be stored would occur during daylight hours the project does not include any proposed lighting for the site as a security measure so that the vehicles cannot be easily identified. The vehicles to be stored will not be stored in manner that would be visible from adjacent properties, thus the project has no impact with regard to new substantial light sources.

Sources of Information

Contra Costa County General Plan. “Chapter 9: Open Space Element.” 2005-2020. https://www.contracosta.ca.gov/DocumentCenter/View/30919/Ch9-Open-Space-Element?bidId=

Insurance Auto Auction Storage Landscaping Plan prepared by RW Stover & Associates, Inc. May 28, 2020.

Contra Costa County Ordinance Code. Division 816 – Trees. https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO_DIV816TR

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-e) No Impact: The project site as well as the adjacent properties that will serve as access to the parcel are designated as Heavy Industry or Light Industry by the Contra Costa General Plan. The proposed expansion of the IAAI auto storage yard will not change the land use designation, nor conflict with the land use matrix of the Bay Point Planned Unit District. The project site is located in an area that is defined as Urban and Built-Up Land as shown on the California Department of Conservation's *California Important Farmland 2014* map. The site is not under a Williamson Act contract with the County. Additionally, 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. Therefore, the project will have no impact on agricultural or forest resources.

Sources of Information

Bay Point Planned Unit District Land Use Matrix. https://www.contracosta.ca.gov/DocumentCenter/View/28613/Land-Use-Matrix?bidId=

California Department of Conservation, *California Important Farmland 2014*. https://maps.conservation.ca.gov/dlrp/ciff/

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: Contra Costa County is within the San Francisco Bay air basin, which is regulated by the Bay Area Air Quality Management District (BAAQMD) pursuant to the *Bay Area 2017 Clean Air Plan*. The purpose of the *Clean Air Plan* is to bring the air basin into compliance with the requirements of Federal and State air quality standards and to protect the climate through the reduction of criteria pollutants and greenhouse gases. The CEQA Guidelines support lead agencies in analyzing air quality impacts. If, after analysis, the project's air quality impacts are found to be below the significant thresholds, then the air quality impacts may be considered less than significant. The potential air quality impacts for this project were evaluated using the BAAQMD 2017 CEQA guidelines screening criteria. Pursuant to these guidelines, if a project does not exceed the screening criteria size it is expected to result in less than significant impacts to air quality.

The proposed project is considered to be a general heavy industrial use per the BAAQMD 2017 CEQA guidelines screening criteria. The screening size threshold for general heavy industrial land uses is 281 acres (operational) or 11 acres (construction). The project will not include any construction and the entire project site is 10.35 acres. Therefore, due to the size of the lot and lack of construction for the proposed auto storage yard, the project will not conflict with the Clean Air Plan or obstruct its implementation.

b) Less Than Significant Impact: As discussed above, pursuant to BAAQMD screening criteria, the proposed project is not expected to exceed the threshold for screening criteria for general heavy industrial uses. Although the proposed project could potentially contribute incrementally to the level of criteria air pollutants in the atmosphere with daily trips to and from the site to deliver automobiles for storage, the project would expectedly have a less than significant adverse environmental impact on the level of any criteria pollutant.

c-d) Less Than Significant Impact: As proposed, the project would allow the expansion of an existing theft recovered and damaged vehicle storage facility which would result in trucks transporting vehicles to the project site. Truck trips could result in emissions which could result in odor as well as pollutant concentrations, however Contra Costa County File #CDLP02-02009 identified

the existing truck traffic to the site as 3-5 trips per day for the entire site. The project is not expected to significantly add any additional truck trips to and from the site and thus the project is not expected to impact sensitive receptors.

Likewise, any additional truck trip to and from the project site is not expected to produce any major sources of odor and the project is located in an existing industrial area. Consequently, the impacts to air quality as a result of the storage of the theft recovered and damage vehicles are considered less than significant, pursuant to BAAQMD screening guidelines.

Sources of Information

Bay Area Air Quality Management District *CEQA Air Quality Guidelines*, 2017. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en

Contra Costa County File #CDLP02-02009 *Land Use Permit to Expand the Existing 15-Acre Storage Yard for Theft-Recovered and Damaged Vehicles by 25.5 Acres Which Will Include an Area to be Used for Auto Auctions*, 2003.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☒	☐	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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-c) No Impact: According the County General Plan Conservation Element, the project site is in the vicinity of the Bay Point Salt Marsh, which is a significant ecological resource area of the County. However, the Salt Marsh is entirely located to the north of the Sacramento Northern, Union Pacific, and Burlington Northern Santa Fe railroad tracks, thus the project is not expected to have any impact on the ecological site. In addition, the project site is not located in an area defined as an ecological reserve or wildlife area according to the California Department of Fish and Wildlife's Public Access Lands map. The project does not propose any development and the lot is directly adjacent to other urban land uses which are not conducive to the habitats of special species.

As discussed in the previous section, the project site is not located in a sensitive area shown on the California Fish and Wildlife Public Access Lands Map and the project will not alter the existing zoning and land uses of the subject property. There are no identified creeks, drainage or protected wetlands on the project lot however the Bay Point Salt Marsh is approximately 0.3 miles to the north. There are no riparian areas in the vicinity, although the project proposes landscaping along the southern and eastern property lines that includes the planting of shrub groupings within a 12-foot buffer area to the east and a 30-foot buffer area to the south.

d) Less Than Significant Impact: The project site is predominantly covered with gravel rock and is surrounded by other urban land uses, both industrial and residential, does not contain any riparian areas or creeks that would be ideal for migratory movements of native species. The project includes landscaping and tree planting along the perimeter of the lot however the new plants are not expected to disrupt migratory movements as the site is not conducive to wildlife. Thus, the project is expected to result in less than significant impacts to wildlife corridors or nurseries.

e) Less Than Significant Impact with Mitigation: According to an arborist report performed by Timothy Ghiradelli, there are 53 trees identified to be impacted as part of this project. 41 of the 46 trees are currently protected per Chapter 816-6, Tree Protection and Preservation Ordinance due to the availability to develop the lot. Seven trees are on adjoining properties and are not code-protected, however they could require pruning as part of the project. The remaining five trees on the subject property are not code-protected due to not meeting the threshold for minimum size of code-protected trees. The 46 code-protected and non-code protected trees are all to be removed as part of this project and the submitted arborist report includes a retention rating for the trees that ranges from poor to good.

Although the subject property is considered heavy industrial, the implementation of the mitigations below will reduce the potential impact to resource to levels that are less than significant.

Potential Impact

Upon approval of the project, 41 code-protected trees are to be removed on the subject property. The following mitigation measures will ensure that the loss of this resource will reduce the adverse environmental impacts to biological resources to a less than significant level.

Mitigation Measures

BIO-1: Prior to commencing operation of the expanded auto storage facility, the 37 trees shown on the landscaping plan dated May 28, 2020 shall be installed with irrigation.

f) No Impact: The East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP/NCCP) was adopted by the County in October of 2006. The purpose of this plan is to provide a framework to protect natural resources while streamlining the environmental permitting process for impacts to covered special status species within the rapidly expanding region of Eastern Contra Costa. The proposed project site is located within an area of Contra Costa County that is covered by the ECCC HCP/NCCP. However, the project is exempt from HCP/NCCP Ordinance No. 2007-53 because the area is mapped as urban.

Sources of Information

Contra Costa County General Plan. "Chapter 8: Conservation Element." 2005-2020. https://www.contracosta.ca.gov/DocumentCenter/View/30918/Ch8-Conservation-Element?bidId=

California Department of Fish and Wildlife Lands. *Public Access Lands Map.* Accessed May 28,2021. https://apps.wildlife.ca.gov/lands/

Insurance Auto Auction Storage Landscaping Plan prepared by RW Stover & Associates, Inc. May 28, 2020.

Timothy C. Ghiradelli Consulting Arborist Services. *Tree Survey, 2770 Willow Pass Road, Bay Point, CA.* February 21, 2019.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-c) No Impact: The Contra Costa County General Plan Open Space Element includes a map, Figure 9-2, that illustrates areas of varying archeological sensitivity within the County. According to this map, the project site and its surroundings are largely urbanized areas excluded from archeological sensitivity surveys. The project site is not listed on the Contra Costa County Historic Resources Inventory or the California Department of Conservation's list of historical resources. The project site has previously been disturbed and is covered with a combination of compacted gravel, railroad spurs and sparse structures. No development is proposed with the project that would otherwise disturb the area and thus the project has no impact on cultural resources in the area.

Sources of Information

Contra Costa County General Plan. "Chapter 9: Open Space Element." 2005-2020. https://www.contracosta.ca.gov/DocumentCenter/View/30919/Ch9-Open-Space-Element?bidId=

California Department of Conservation. *California Historical Resources.* *https://ohp.parks.ca.gov/ListedResources/?view=county&criteria=7*

Contra Costa County *Historic Resources Inventory (2019)* - *https://www.contracosta.ca.gov/DocumentCenter/View/1116/Historic-Resources-Inventory-HRI?bidId*

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-b) No Impact: The project does not include any development or construction and as such does not propose to consume any energy resources that would potentially be inefficient or unnecessary.

In December 2015, a Climate Action Plan (CAP) was adopted by the Contra Costa County Board of Supervisors in order to identify and achieve a reduction in greenhouse gas (GHG) emissions by the year 2020 as mandated by the State under AB32. The design and operation strategies set forth in the CAP for reducing GHG emissions include measures such as installing energy efficient finishing materials, roofing and lighting that would reduce the project's consumption of energy resources during operation. The project will not conflict with the CAP or the County's goal of reducing GHG emissions. Any potential future development of the project site will require compliance with all applicable regulations to ensure the construction will not have a significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy.

Sources of Information

California Air Resources Board, *Assembly Bill 32 Overview* https://www.arb.ca.gov/cc/ab32/ab32.htm

California Energy Commission *2019 Building Energy Efficiency Standards* https://www.energy.ca.gov/title24/2019standards/

Climate Action Plan, Contra Costa County, 2015

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on 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?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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) i, iv) No Impact: The California Division of Mines and Geology's Special Publication 42 indicates that the State Geologist is required to delineate "Earthquake Fault Zones" (EFZs) along known active faults in California. The project site is not mapped within an EFZ, nor within an Alquist-Priolo Special Studies Zone. In addition, the project is not located within a landslide hazard zone as designated by the State of California and no development is proposed that would potentially be affected by earthquakes or landslides. Therefore the project is no impact with respects to rupture of earthquakes or the presence of landslides.

ii) Less Than Significant Impact: The U.S. Geological Survey (2016) indicates that there is a 72 percent chance of at least one magnitude 6.7 or greater earthquake striking the San Francisco Bay region between 2014 and 2043. The project does not include any development of the lot nor will the property have any permanent human occupancy. Truck trips will deliver the theft recovered and damaged vehicles several times per week however the presence of personnel on site will be minimal. Therefore, the project will have less than signification impact with respects to strong seismic ground shaking.

iii) Less Than Significant Impact: A portion of the project site is located within an area with historic occurrences of liquefaction, including the proposed ingress and egress to the lot. There is no development proposed with the storage of theft recovered and damaged vehicles, and a peer review by Darwin Myers Associates did not identify any geological issues related to liquification in a report dated May 6, 2021. Although there is a potential for liquefaction of soils, the storage of vehicles is expected to have less than a significant impact if the presence is confirmed at a future time.

b) Less Than Significant Impact: The subject parcel is predominantly covered in a combination of pavement and gravel with some existing rail spurs and concrete pads. Any concrete to be demolished will be replaced with class II aggregate base and thus there is a minimal presence of topsoil on the subject property. The proposed installation of landscaping along the perimeter of the lot is expected to include some soil however the proposed storage of cars is not expected to have an impact on any existing or future soil with respect to erosion.

c) Less Than Significant Impact: A portion of the project site is located in an area that is identified as a liquefaction seismic hazard zone that has potentially liquifiable soils. However, since no portion of the project includes structures for human occupancy, the potential for hazard from the presence of liquifiable soils is less than significant as stated by the County Peer Review Geologist Darwin Myers Associates in a report dated May 6, 2021.

d) Less Than Significant Impact: Figure 8-5 of the County General Plan identifies the soil resource areas for the County and the subject property is located in an area that is characterized with upland soil associations which can be highly expansive and corrosive. There is no indication that the subject parcel includes expansive soils or any soil instability and no development is included with this project. Onsite managers will still operate the land use from the adjacent property and with the exception of truck trips to deliver theft recovered or damaged vehicles, the site will not be occupied by any humans. Thus, the project will have less than a significant impact with respect to expansive soils that may directly or indirectly risk life and property.

e) No Impact: The project site is located outside of the service area of the Delta Diablo Sanitary District and would be subject to the review and approval of the Contra Costa Environmental Health department. There will be no septic system within the project, as there is no development proposed, therefore, no such impact.

f) Less Than Significant Impact: The USDA NRCS soil survey for the area does not identify any unique geologic features which would be directly or indirectly destroyed by the project. The project site is relatively flat and consists of soils and other geologic features which are typical in the surrounding Bay Point area. There are no known paleontological resources located at the project site that would be designated as unique. The project does not include any significant ground disturbing components as there is no development proposed with the project. Therefore, the project has less than a significant impact to potentially destroy a unique paleontological resource or unique geologic feature.

Sources of Information

California Division of Mines and Geology - *Special Publication 42.* https://www.conservation.ca.gov/cgs/Documents/Publications/Special-Publications/SP_042.pdf

California Department of Conservation. *California Earthquake Hazards Zone Map.* Accessed May 11, 2021. https://maps.conservation.ca.gov/cgs/EQZApp/app/

United States Geologic Survey. *Earthquake Outlook for the San Francisco Bay Region 2014-2043.* August, 2016. https://pubs.usgs.gov/fs/2016/3020/fs20163020.pdf

Darwin Myers Associates. *Peer Review of County File #CDDP18-03005.* May 6, 2021.

Contra Costa County General Plan. "Chapter 8: Conservation Element." 2005-2020. https://www.contracosta.ca.gov/DocumentCenter/View/30918/Ch8-Conservation-Element?bidId=

United States Department of Agriculture, Natural Resources Conservation Service. *Web Soil Survey Map.* July 31, 2019. https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: As discussed in the Air Quality section of this study, the Bay Area Air Quality Management District (BAAQMD) adopted the *Bay Area 2017 Clean Air Plan* that, in addition to various criteria air pollutants, addresses GHG emissions at a regional scale. The project does not include any construction and the size of the lot does not meet the minimum screening size for GHG, criteria pollutant or construction related projects in a general heavy industry area per the 2017 BAAQMD CEQA Guidelines. The screening criteria are not thresholds of significance but were developed to provide a conservative indication of whether a proposed project could result in potentially significant air quality impacts. Therefore, this project would expectedly have a less than significant impact with respect to the generation of GHG.

b) Less Than Significant Impact: Within the *2017 Clean Air Plan* is an ambitious GHG reduction target to reduce Bay Area GHG emissions to 80% below 1990 levels by the year 2050. The 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors – reactive organic gases (ROG) and nitrogen oxides (NO_x) – and reduce transport of ozone and its precursors to neighboring air basins. In addition, the plan builds upon and enhances BAAQMD's efforts to reduce emissions of fine particulate matter and toxic air contaminants. BAAQMD's approach to developing a threshold of significance for GHG emissions is to identify emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. For general heavy industry development projects, the threshold is 1,100 metric tons per year (MT/yr) of CO_2e. If a project would generate GHG levels above the threshold, it would be considered to contribute substantially to a cumulative impact and would be considered significant. There is no proposed development and no element of the project includes any future proposed construction. Therefore, the proposed temporary auto storage yard would not substantially conflict with policy's or regulations within the *2017 Clean Air Plan*.

Sources of Information

Bay Area Air Quality Management District *CEQA Air Quality Guidelines*, 2017. https://www.baaqmd.gov/~/media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-b) Less Than Significant Impact: The proposed temporary vehicle storage facility will involve the regular transport of theft recovered and damaged vehicles to and from the site however the truck trips to and from the site will not involve the transport of any hazardous materials. The project sponsor, Insurance Auto Auctions, Inc. (IAAI), states that all vehicles to be stored on the subject property have no leaking fluids, which would otherwise potentially release hazardous materials into the ground if left unchecked. There is no construction proposed that would potentially release or emit hazardous materials, substances, or waste on the environment.

c) No Impact: There are no schools located within a quarter mile of the project site. The nearest school is Bel Air Elementary school, located approximately 0.4-miles southeast of the project site. Additionally, there is no development proposed with this project. Therefore, the project will have no impact in this respect.

d) No Impact: The California Environmental Protection Agency maintains an updated list of Hazardous Waste and Substance Sites (Cortese List). The subject property is not listed on the

Cortese List and is not categorized as a hazardous materials site. Therefore, the project will have no impact in this respect.

e) No Impact: There are no airports in the vicinity of the project site, therefore, no impact.

f) Less Than Significant Impact: The proposed project is a vehicle storage facility that is accessed from the adjacent parcel to the west and routed from Willow Pass Road. Accord to Figure 5-2 of the Transportation and Circulation Element of the General Plan, Willow Pass Road is a major arterial roadway that would be used in the event of an emergency requiring evacuation of the local neighborhood. The project would not interfere with the existing infrastructure of Willow Pass Road as the project will not increase human habitation or the development of structures on the lot. The proposed project will not impact the minimum sight distances for vehicles entering and exiting the site. The proposed project will not affect any existing communication/utility structures such as power poles or telecommunications towers, which may be necessary for an existing emergency response or evacuation plan. Accordingly, the project would have a less than significant impact on emergency response and emergency evacuation plans.

g) Less Than Significant Impact: The project site and surrounding area are characterized as a "Non-Very High Fire Hazard Severity Zone" on the California Department of Forestry and Fire Protection's Very High Fire Hazard Severity Zone Map. In addition, the project site is in a developed portion of the Contra Costa County Fire Protection District (CCCFPD) service area. Development projects are generally referred to the Fire District for review and comment to ensure that the proposal does not conflict with applicable fire codes. There was no indication from the CCCFPD review of the project that the proposed development poses a significant fire risk. The project does not include any development and no future development is proposed. All fluids are drained from the vehicles prior to storage which would otherwise create a fire risk. Therefore, the project will not result in a significant direct or indirect risk of exposing people to loss, injury, or death involving wildland fire.

Sources of Information

California Department of Toxic Substances Control EnviroStor. *Hazardous Waste and Substances Site List*. https://www.envirostor.dtsc.ca.gov/public/search.asp

Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30915/Ch5-Transportation-and-Circulation-Element?bidId=

California Department of Forestry & Fire Protection, Fire and Resource Assessment Program. *Contra Costa County Very High Fire Hazard Severity Zones in LRA*, 2009. https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf

Contra Costa Fire Protection District Agency Comments. February 2, 2018.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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?	☐	☐	☐	☒
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-b) Less Than Significant Impact with Mitigation: The proposed project is to allow the expansion of an existing theft recovered and damaged vehicle storage facility with no proposed development. In November 2015, the Regional Water Quality Control Board for the San Francisco Bay Region (RWQCB) reissued the National Pollutant Discharge Elimination System (NPDES) Municipal Regional Permit, which regulates discharges from municipal storm drains. Provision C.3 of the Municipal Regional Permit places requirements for site design to minimize the creation of impervious surfaces and control storm water runoff. The County has the authority to enforce compliance with its Municipal Regional Permit authority in its adopted C.3 requirements, which would limit the potential for the release of pollutants into the storm drain during construction or operation of the proposed project. The project does not propose to construct any new impervious surface; thus, the existing site is currently at the minimum level for impervious surfaces that would create additional storm drain runoff.

The site currently has a combination of impervious pavement as well as a combination or compacted gravel and soil along with several rail spurs. Even though IAAI has stated that all fluids are to be drained from the vehicles prior to storage, the presence of stored vehicles on the subject property may contribute polluted water to nearby water bodies. There is no water usage

proposed with the project however the possibility of fluid runoff could affect groundwater supplies and management of the basin, thus the project is expected to have a less than significant impact with mitigation on water discharge or ground water quality and supplies.

Potential Impacts – Degradation of Surface or Ground Water Quality

The storage of vehicles on the subject property may cause the discharge of fluids to pollute nearby water bodies. This assessment has been confirmed by the Contra Costa Public Works Department in their review of the project. Therefore, the applicant is required to implement the following hydrology and water quality mitigation measures prior to the storage of any vehicles onsite in order to reduce impacts from fluids that could degrade the existing water quality to less than significant levels.

Mitigation Measures

The following water pollution prevention measures shall be implemented prior to any vehicle storage on the subject property and continued throughout the duration of the proposed land use.

HYD-1: The applicant is required to submit a Storm Water Pollution Prevention Plan (SWPPP) for the project that is subject to review and approval by the Contra Costa Public Works department, that documents permanent and operational Best Management Practices (BMPs) that will be implemented to minimize potential impacts to water quality prior to the storage of any vehicles on site.

c) No Impact: The proposed project is an expansion of the existing vehicle storage facility on the adjacent property and does not propose any construction that would otherwise alter the existing drainage or grade. The project does require any public water usage or the use of an on-site well that would otherwise alter any existing conditions in the area with respect to water runoff or erosion. Thus, the project will no impact with respect to the existing drainage patterns for the site or the surrounding area.

d) No Impact: The project site is not located within a 100-year or 500-year flood plain. The Bay Point area is not included in tsunami inundation areas identified by the California Geological Survey (CGS) hazard maps. According to the Safety Element of the County General Plan, the project site is not located in a hazard zone for mudflows. 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 within the Bay Point area as there are no large lakes or reservoirs in the area. As such, there would be no risk of pollutants being released from the site due to inundation through flooding, tsunamis, mudflows, or seiche, therefore, there would be no impact in this regard.

e) No Impact: The project does not include any construction and does not require the use of any water services on site. The implementation of the SWPPP as a required mitigation will not conflict with the proposed land use and will lower any potential adverse impacts to less than significant. There is no applicable groundwater management plan as no groundwater wells are known to be present or utilized for the proposed project. Therefore, the project would not conflict

with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Sources of Information

Contra Costa Clean Water Program, *C3 Guidance: Development*, https://www.cccleanwater.org/construction-business/development

Contra Costa Public Works Department. Agency Comment Request Memo. February 5, 2018.

Tsunami Inundation Map for Emergency Planning, Contra Costa County Tsunami Inundation Maps, State of California, 2009.

Contra Costa County General Plan, 2005-2020. *Safety Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30920/Ch10-Safety-Element?bidId=

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: The project site is a vacant lot in an industrial area of unincorporated Bay Point that is characterized by large light and heavy industrial uses including the adjacent parcel which only has an approved land use for theft recovered and damaged vehicle storage. The subject lot will be located adjacent to single-family residential housing to the south and to the east, but the project includes a screening buffer along the edges of all adjacent residential neighborhoods. There is a 10-foot access strip that abuts the existing residential neighborhoods and connects the bulk of the parcel with Willow Pass Road however this portion of the property is not intended to be used for the storage of vehicles, nor is the area wide enough to accommodate the ingress and egress of trucks for delivery of vehicles. Furthermore, the proposed project would only be accessed from the western parcel that currently has the same land use as the proposed project. Thus, the proposed project would have less than a significant impact on the physical division of an established community.

b) Less Than Significant Impact: The proposed project would be to allow the storage of theft recovered and damaged vehicles on a vacant industrial lot and is subject to the land use plans and policies below:

Land Use Element

The subject property is in a Heavy Industry (HI) General Plan land use designation and the proposed storage of theft recovered and damaged vehicles will not alter or conflict with the land use as no construction nor human occupancy is proposed with this project. HI land uses generally require convenient truck, ship, and/or rail access. The project would utilize the existing ingress and egress through the adjacent parcel for truck transport and not require any new truck routes that would otherwise be in conflict with the HI or adjacent land uses.

The subject parcel has a 10-foot access stem that is designated as Single-Family Residential-High (SH). This portion of the lot is not included with the plans to store vehicles as it is predominantly inaccessible and will provide an additional buffer between the project use and the adjacent residential lots. There is no construction or human occupancy proposed on the portion of the lot that would conflict with the SH land use designation.

Policy 3-78 of the Land Use Element specifies policies to guide development in the Bay Point area. Within Policy 3-78, there are five sub-policies that are to be applied to any project within the unincorporated Bay Point area. Although 3-78(a) encourages development of new uses and this project is an expansion of an existing use, the project site is currently vacant. In addition to the storage of vehicles, the project also includes new landscaping in previously under-utilized portions of the property. The project utilizes the existing vehicularly access to the site from Willow Pass Road and does not include any development which would otherwise be in conflict with policies 3-78(b) and (c). The project does not include the production, storage, transportation or disposal of toxic materials and all aspects of the project have been reviewed by the Conservation and Development Department as specified in policies 3-78(d) and (e).

Zoning

The theft recovered and damaged vehicle storage project is located within the Bay Point Planned Unit Development (P-1) district. The project meets the minimum lot size for the specified land use within the P-1 district and proposes no development that would conflict with the development standards of the district. The proposed use is allowed per the Bay Point Land Use Matrix

Therefore, the project has less than significant potential for conflict with any applicable land use, policy, General Plan, Specific Plan, or zoning ordinance adopted for the purpose of avoiding or mitigating an environmental effect.

Sources of Information

Contra Costa County General Plan, 2005-2020. *Land Use Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30913/Ch3-Land-Use-Element?bidId=

Contra Costa County Municipal Code. *Title 8*. https://library.municode.com /ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO

Bay Point Planned Unit Development (P-1). *Development Standard*. https://www.contracosta .ca.gov/DocumentCenter/View/28611/Development-Guidelines-Matrix-final?bidId=

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-b) Less Than Significant Impact: Pursuant to Figure 8-4 (Mineral Resource Areas) of the County General Plan Conservation Element, the project site is not located within any area of the County identified as a significant mineral resource area. No known mineral resources have been identified in the project vicinity, and there is no reason to believe that they exist at the project site. Therefore, the proposed project would have a less than significant potential for impacts resulting in the loss of availability of any known mineral resource or impact any mineral recovery site.

Sources of Information

Contra Costa County General Plan, 2005-2020. *Conservation Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30918/Ch8-Conservation-Element?bidId=

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
13. *NOISE – Would the project:*				
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-b) Less Than Significant Impact: The proposed storage of theft recovered and damaged vehicles does not include any development and the only source of noise from the proposed use will be from truck deliveries to and from the site. Truck trips are not expected to increase significantly over what is currently existing on the adjacent property and will only occur during regular business hours on weekdays. The project site is partially located within a noise contour area as shown on Figure 11-5 D, however the portion of the lot in the noise contour area is the 10-foot access strip that is not area to be included as part of the proposed land use. Any potential activities related to landscaping or the removal of existing structures are not expected to generate excessive groundborne vibrations or groundborne noise levels that would impact the project site or the surrounding area in addition to the truck trips for the purpose of storing and moving automobiles.

c) No Impact: The project site is not located within two miles of a public airport or private airstrip, nor is it located within an area covered by the County's Airport Land Use Compatibility Plan. The nearest airport facility is Buchanan Field, approximately 6.4 miles southwest of the project site. Thus, the proposed project would not expose people to excessive noise levels from either Buchanan Field or a private airstrip and there is no impact.

Sources of Information

Contra Costa County General Plan, 2005-2020. *Noise Element.*
https://www.contracosta.ca.gov/DocumentCenter/View/30921/Ch11-Noise-Element?bidId=

Contra Costa County Airport Land Use Compatibility Plan, Contra Costa County, 2000.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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-b) No Impact: The proposed storage of theft recovered and damaged vehicles does not include any housing as part of the project and the surrounding area is already developed with respective industrial and residential land uses. The project does not include any new infrastructure development that would otherwise spur population growth through new housing or businesses. If approved, the project would further limit substantially increasing

the population of the area by limiting the ability to potentially develop the vacant lot with housing or construct new office space which would increase the population through new business. The project also includes measures such as a privacy fence, landscaping and a designated 12-foot buffer area between the property lines and the nearest storage of vehicles that delineates the industrial use from the adjacent residential uses. Therefore, the proposed storage of vehicles would not induce substantial unplanned population directly or indirectly, nor displace any person or existing housing, nor necessitate the construction of replacement housing elsewhere.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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**:*

a) Less Than Significant Impact: The project has been reviewed by the Contra Costa County Fire Protection District. In a comment letter dated February 2, 2018, there was no indication that new facilities would be needed as a result of this project. The Public Facilities/Services Element of the County General Plan requires fire stations to be located within 1.5 miles of developments in urban areas. The project site is served by Fire Station 86, located at 3000 Willow Pass Road, approximately 0.26 miles west of the project site. The project does not propose any new construction and no portion of the project includes human occupancy. Thus, the project would meet this General Plan policy and would have a less than significant impact on existing fire protection facilities.

b) Less Than Significant Impact: Police protection and patrol services in the Bay Point area and the project vicinity are provided by the Contra Costa County Sheriff's office. The Public Facilities/Services Element of the County General Plan requires 155 square feet of station area per 1,000 population in unincorporated Contra Costa County. As discussed earlier in this study, the proposed project would not substantially increase the population within this area of the County. Therefore, the storage of theft recovered and damaged vehicles would not impact the County's ability to maintain the General Plan standard of having 155 square feet of station area and support facilities for every 1,000 members of the population. Thus, the proposed project will have less than significant impact on police services and will not result in the need for expanded police protection facilities or services in the County.

c) Less Than Significant Impact: Since the project would not significantly increase the population in Bay Point, it would have a less than significant impact on enrollment at existing local schools.

d) Less Than Significant Impact: The policy for Parks and Recreation in the Growth Management element of the County General Plan indicates that a standard of 3 acres of neighborhood parks per 1,000 persons should be maintained within the County. As stated previously, the project would not cause a significant population increase in the Bay Point community. Thus, the project would have a less than significant impact on the existing ratio of parkland to residents in Contra Costa County.

e) Less Than Significant Impact: The project would not significantly affect existing public facilities (e.g. Hospital, Library, etc.) because it is not expected to substantially induce population growth in the area.

Sources of Information

Contra Costa Fire Protection District Agency Comments. February 2, 2018.

Contra Costa County General Plan, 2005-2020. *Public Facilities/Services Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30917/Ch7-Public-Facilities_Services-Element?bidId=

Contra Costa County General Plan, 2005-2020. *Growth Management Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30914/Ch4-Growth-Management-Element?bidId=

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) No Impact: The proposed project is not residential in nature and there is no future potential for adding housing in the future. Accordingly, there is no expectation for the project to increase the use of existing neighborhood and regional parks, or other recreational facilities. Therefore, the project will have no impact in this regard.

b) No Impact: The project does not include, nor require, the construction or expansion of recreational facilities. Therefore, no adverse physical effects on the environment resulting from such activity would occur in relation to this project.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: Policy 4-c of the Growth Management Element of the General Plan, and Chapter 82-32 (Transportation Demand Management) require a traffic impact analysis of any project that is estimated to generate 100 or more AM or PM peak-hour trips. The proposed project does not include any new development and the expansion of the existing automobile storage use on the adjacent parcel is not anticipated to result in the generation of additional AM or PM peak-hour trips. Additionally, the project site is located outside of the County's Transit Network Plan, as depicted in Figure 5-3 of the Transportation and Circulation Element of the General Plan; further limiting the project's potential to impact peak hour traffic patterns in the vicinity. Therefore, the project has less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system.

b) Less Than Significant Impact: Pursuant to CEQA Guidelines Section 15064.3(b), a lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles travelled (VMT) for the purpose of determining the significant of transportation impacts. The Governor's Office of Planning and Research has provided the following guidance on evaluating such impacts for small projects: "Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant transportation impact." As discussed in Section 17a above, the proposed storage of theft recovered and damaged vehicles does not include any development and the project is an expansion of an existing use that does propose to increase the number of daily truck trips. Since there is no reasonable expectation that a project of this scale could exceed 110 daily trips, the project is assumed to have a less than significant impact on traffic. Therefore, the project does not conflict with CEQA guidelines section 15064.3(b).

c) Less Than Significant Impact: As shown on *Figure 5-2 Roadway Network Plan* of the General Plan Transportation and Circulation Element, Willow Pass Road is a County-designated arterial that provides vehicular access to Highway 4 as well as downtown Pittsburg and the adjacent northern waterfront area. However, access to the site will utilize the existing entrance from the adjacent parcel to the west and not create a new ingress and egress directly from Willow Pass Road. The proposed project does not include any new construction nor alter the existing traffic patterns to and from the site. The project would not require larger trucks to transport the theft recovered and damaged vehicles and all other conditions related to design features and uses are to remain. Therefore, the project improvements would not present a significant design hazard or incompatible use.

d) Less Than Significant Impact: The applicant is required to comply with the requirements and standards of the Contra Costa County Fire Protection District (CCCFPD). The proposed project is required to maintain a 20-wide minimum access gate as well as all-weather driving surfaces that meet the minimum width and depth requirements to accommodate emergency apparatus access to the entirety of the site. The design of the access to the site as well as the proposed driveway aisles would also accommodate large emergency vehicles such as fire engines. Thus, emergency access to the project site would not be impeded. Compliance with all applicable fire safety measures ensure that the projects' potential to result in inadequate emergency access or services is less than significant.

Sources of Information

Contra Costa County General Plan, 2005-2020. *Growth Management Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30914/Ch4-Growth-Management-Element?bidId=

Contra Costa County Municipal Code. *Chapter 82-32 – Transportation Demand Management.* https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO_DIV82GERE_CH82-32TRDEMA

Contra Costa County General Plan, 2005-2020. *Transportation and Circulation Element.* https://www.contracosta.ca.gov/DocumentCenter/View/30915/Ch5-Transportation-and-Circulation-Element?bidId=

Contra Costa Fire Protection District Agency Comments. February 2, 2018.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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:*				

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☐	☒	☐
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**:*

a-b) Less Than Significant Impact: As discussed in the Cultural Resources section of this study, there are no known existing structures located at the project site that would be designated as historical resources. Additionally, there is no evidence in the record at the time of completion of this study that indicates the presence of human remains at the project site. On February 17, 2021, a Notice of Opportunity to Request Consultation for the proposed minor subdivision of a 40.5-acre parcel was sent to the Wilton Rancheria, a California Native American tribe that is traditionally and culturally affiliated with the geographic area. No requests for consultation or responses regarding tribal cultural resources have been received from California Native American tribes at the time of completion of this study.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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 telecommunications facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
b) Have sufficient water supplies available to serve the project and reasonably foreseeable 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?	☐	☐	☒	☐

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

***SUMMARY**:*

a) Less Than Significant Impact: The project site is in a developed, urbanized area which is served by existing water, sewer, storm drain, electric power, natural gas, and telecommunications services. There is no indication from any utility service provider that the proposed storage of theft recovered and damaged vehicles would result in a need to relocate, expand, or construct new facilities. The project will not require any services as no security lighting or telecommunication needs are to be included, thus the project will have no impact with regard to the relocation or construction of new or expanded utility services.

b) Less Than Significant Impact: The proposed storage of theft recovered and damaged vehicles does not require any additional water supplies as no construction is proposed. The Contra Costa Fire Protection District requires that a water supply be available for fire protection, which shall be demonstrated prior to obtaining approval and the necessary permits from the Fire District. Thus, the project is expected to have a less than significant impact on the existing demand for water resources during dry, or multiple dry years.

c) No Impact: The project site is not served by a wastewater system and therefore the project will have no effect on existing wastewater treatment facilities. Therefore, there would be no impact to any wastewater treatment provider.

d) Less Than Significant Impact: The storage of theft recovered and damaged vehicles does not include construction, and there is no proposed construction slated for the future. The project includes the removal of several above ground storage tanks however the removal of these tanks is not subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development because the demolition is not associated with a construction permit. Thus, the project will have less than a significant impact on solid waste generation and no portion of the project will exceed State or local standards.

e) Less Than Significant Impact: As mentioned above, the removal of the existing above ground storage tanks is not subject to the CalGreen Construction and Demolition Debris Recovery Program administered by the Department of Conservation and Development because there is no associated new construction. The project does not propose any new construction nor is there any construction slated for the future. Therefore, the potential for conflict with Federal, State, and local management and reduction statutes and regulations related to solid waste is less than significant.

Sources of Information

Contra Costa Fire Protection District Agency Comments. February 2, 2018.

California Department of Resources Recycling and Recovery. *California Green Building Standards Code Frequently Asked Questions.* 2020. https://www.calrecycle.ca.gov/LGCentral/Library/CandDModel/Instruction/FAQ/

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
20. *WILDFIRE –* *If located in or near the 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:

a-d) No impact: The project site is located in an area classified as a *Non-Very High Fire Hazard Severity Zone* on the California Department of Forestry and Fire Protection's Very High Fire Hazard Severity Zone map and is not located near any state responsibility lands classified as a *Very High Fire Hazard Severity Zone*. Therefore, it would have no impact on emergency response or evacuation plans or project occupants due to wildfire. Likewise, the proposed development is on a relatively flat site within an urbanized area and would not require the installation or maintenance of additional infrastructure such as roads or fuel breaks that may exacerbate fire risk or expose people or structures to significant risks as a result of post-fire slope instability or runoff.

Sources of Information

California Department of Forestry & Fire Protection, Fire and Resource Assessment Program. *Contra Costa County Very High Fire Hazard Severity Zones in LRA*, 2009. https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation	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) Less Than Significant Impact: Although expansion of the IAAI theft recovered and damaged vehicle storage yard would be contained within the 10.35-acre project site, it has the potential to impact the environment in relation to undiscovered biological or cultural resources due to its undeveloped state. As assessed in the "biological resources" section of this Initial Study, the proposed project would have a less than significant impact on sensitive habitats or special status species. Additionally, the proposed project will have a less than significant impact on nesting birds or tree resources. As assessed in the "cultural resources," "geology", and "tribal" sections of this Initial Study, the proposed project would have no impact on historic resources and less than significant impacts on any previously unknown archaeological, paleontological, or tribal resources due to the lack of construction on site. Where mitigation measures are enforced as proposed in this Initial Study, the measures will be conditions of approval of the proposed project and the applicant will be responsible for implementation of the measures. Therefore, the potential for substantial impacts to biological, historical, or cultural resources as a result of the proposed project is less than significant as described within this report.

b) Less Than Significant Impact: The project site is located within the Urban Limit Line in an area that has been designated for mixed-use and single-family residential development. The County is not currently processing any discretionary applications for non-residential development for properties that are contiguous to the project site. Within Bay Point, staff has identified two projects involving substantial development within one mile of the subject property that are under review, as listed below:

1. Bay Point Mision Pentecostes Church Land Use Permit (County File #CDLP19-02001): The project consists of the construction of a new 23,000-square-foot church with a tree permit for removal of a code-protected palm tree. The project is located on two adjacent properties located approximately 0.5 miles from the project site. (APNs: 095-081-020 & 095-081-023). The project is being prepared to be heard before the County Zoning Administrator.

2. New Multi-Family Housing Project (County File #DP20-3011): The project consists of a proposed three to four story 100 unit multi-family housing project with surface parking, courtyard, play area, community room and dog park. The proposal is located approximately 0.56 miles southwest of the IAAI vehicle storage site. The project is currently under environmental review.

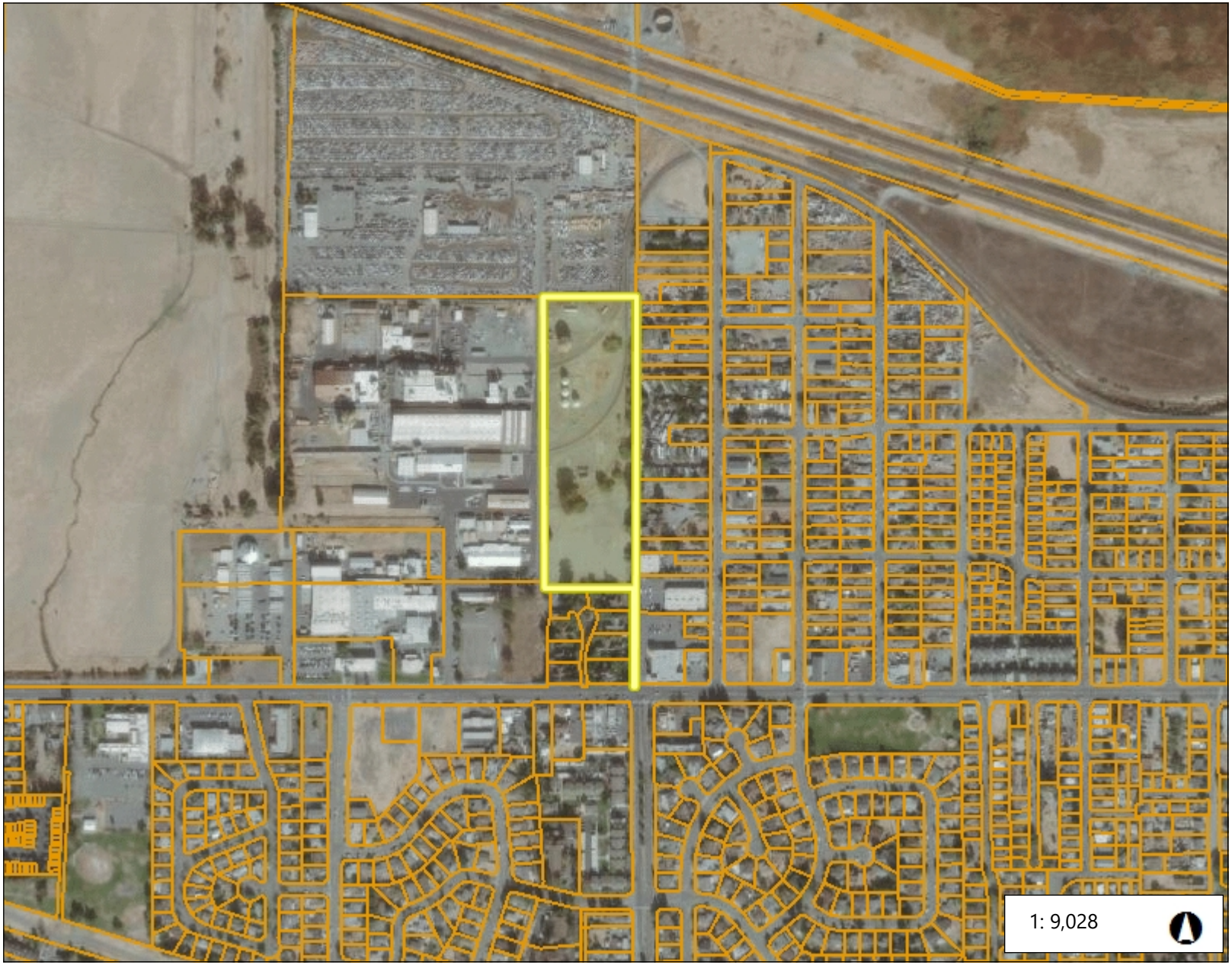
Potentially significant environmental effects resulting from the proposed IAAI theft recovered and damaged vehicle storage project, identified within this report, include impacts related to Aesthetics, Biological Resources, and Hydrology. The above-mentioned substantial projects are not contiguous to the subject property and are physically separated by heavily developed urban lands. Thus, any localized impacts related to Biological Resources and Hydrology can be mitigated at the project level and would be unlikely to affect any such impacts identified for these other nearby projects. Similarly, the project-related impacts relating to Aesthetics will be limited to the immediate vicinity of the project site. The project site will have no impact on scenic vistas from either of the nearby project sites. Neither of the projects have been approved yet and are in varying stages of the Land Use Permitting processes and may not be entering their respective construction phases simultaneously. Therefore, the potentially significant impacts of the IAAI theft recovered and damaged vehicle storage project would not be cumulatively considerable when taking into account other development in this area of Bay Point.

c) Less Than Significant Impact: This Initial Study has disclosed potential impacts on human beings that would be less than significant with the implementation of mitigation measures. All identified mitigation measures will be included as conditions of approval for the proposed project, and the applicant will be responsible for implementation of the measures. As a result, there would not be any environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENTS

1. **Vicinity Map**
2. **Site Plan**
3. **Landscaping Plan**

2770 Willow Pass Road Vicinity Map



Legend

- City Limits
- Assessment Parcels
- World Imagery
- Low Resolution 15m Imagery
- High Resolution 60cm Imagery
- High Resolution 30cm Imagery
- Citations

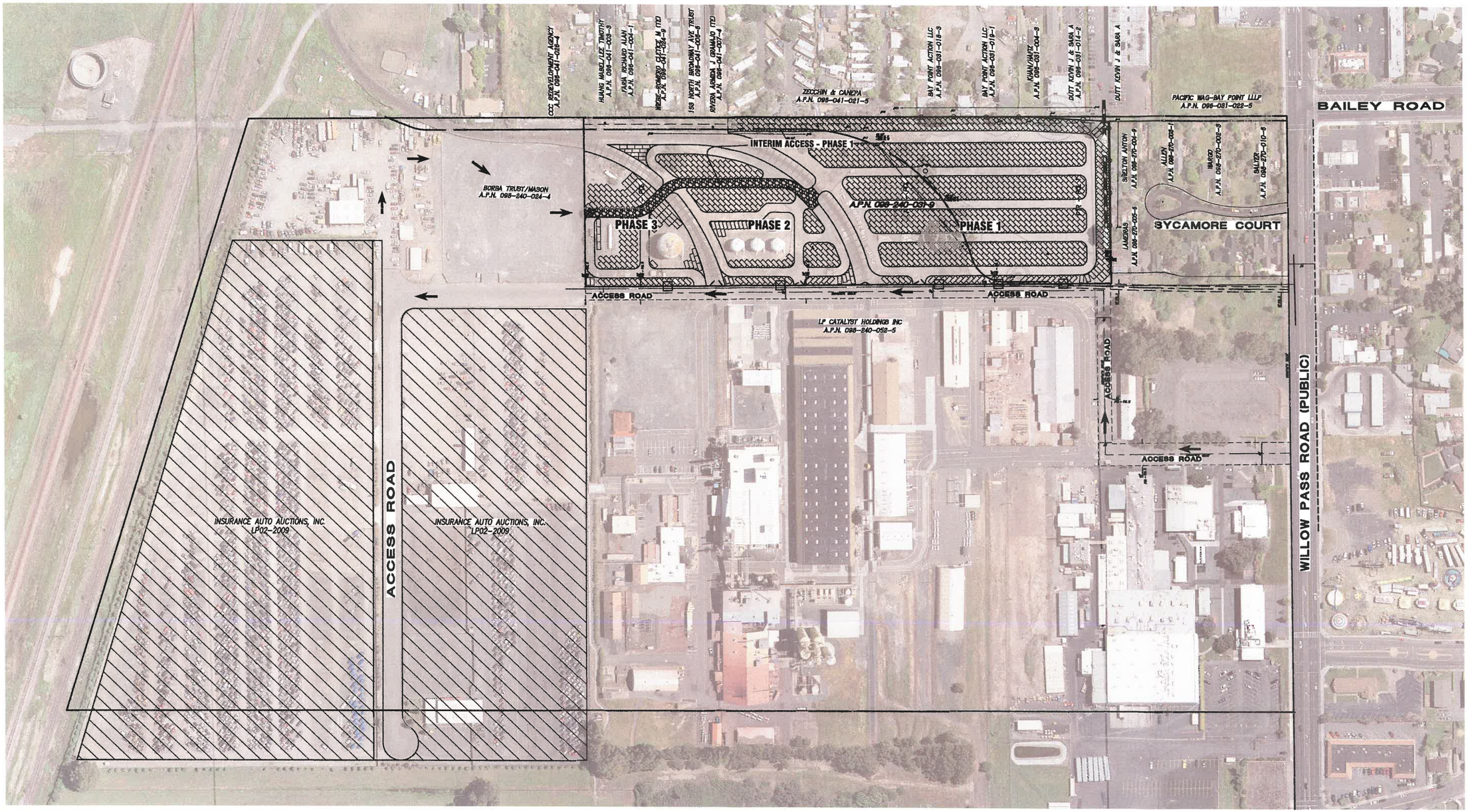
Notes

Contra Costa County -DOIT GIS

0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.
THIS MAP IS NOT TO BE USED FOR NAVIGATION



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SCALE: 1"=100'

LEGEND:

MAIN SITE ACCESS CORRIDOR

REVIEW COPY
SUBJECT TO REVISION
NOT FINAL
THIS NOTICE TO BE REMOVED UPON COMPLETION OF MAP AND UPON AGENCY/CLIENT APPROVAL OF MAP

COMPOSITE SITE PLAN

PLAN TYPE

Storm Water Monitoring & Reporting
Land Development Engineering
Environmental Engineering
Municipal Engineering
Surveying & Mapping
Construction Staking

MILANI & Associates

2655 Stanwell Drive, Suite 105
Concord, CA 94520
Phone: (925) 674-9082
Fax: (925) 674-9279
Web: www.milaniassociates.com

A.P.N. 095-240-031-9

USE PERMIT EXHIBIT

INSURANCE AUTO AUCTIONS STORAGE FACILITY

2770 WILLOW PASS ROAD

BAY POINT — CDDP 18-03005 — CONTRA COSTA COUNTY — CALIFORNIA

DESIGNED UNDER THE DIRECTION OF:

MICHAEL E. MILANI
R.C.E. No. 35121 REGISTRATION EXPIRES 9-30-19

DATE
L.S. No. 5311 REGISTRATION EXPIRES 12/31/19

DESIGN: SMS, LML	JOB NO: 1041
DRAWN: SMS, LML	DATE: 9/4/2019
CHECKED: KRA	SCALE: AS SHOWN

LICENSED LAND SURVEYOR MICHAEL E. MILANI No. 5311 EXP. 12/31/19 STATE OF CALIFORNIA

NO.	REVISIONS	BY	APP	DATE
	RESUBMITTAL			03/04/19
	RESUBMITTAL			04/24/18
	INITIAL SUBMITTAL			1/17/18

SHEET 2 OF 9 SHEETS

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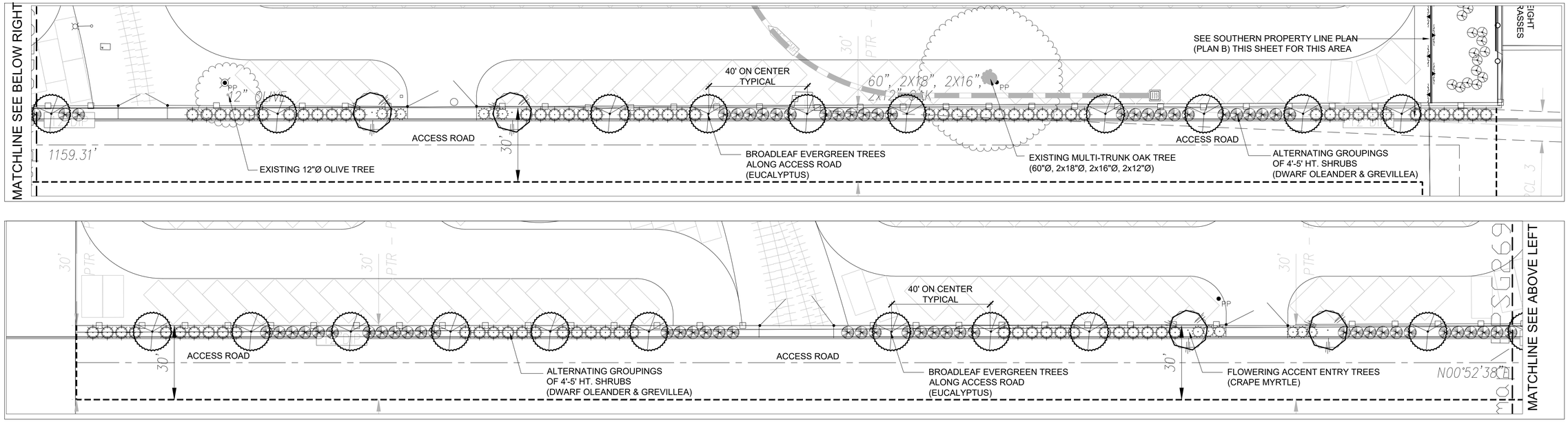
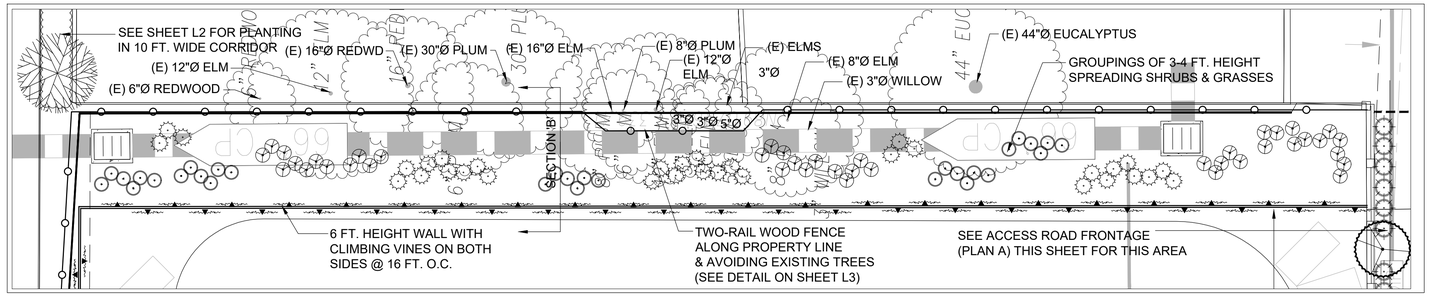


A PLANS: ACCESS ROAD

SCALE: 1" = 20'-0"

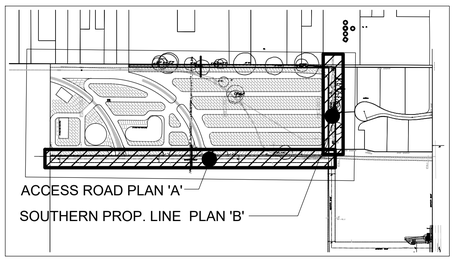
NORTH



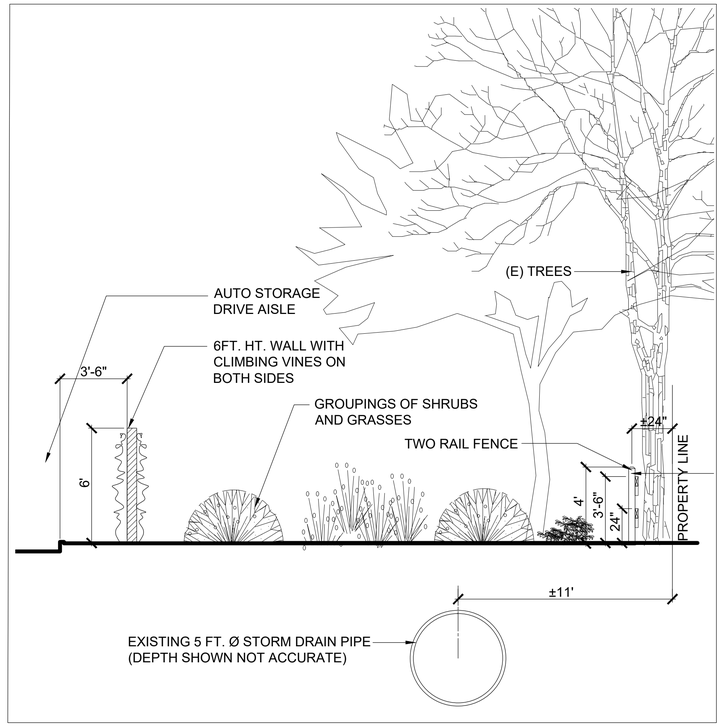
B PLANS: SOUTH PROPERTY LINE

SCALE: 1" = 20'-0"

NORTH



SITE MAP



SECTION 'B: SOUTHERN PROPERTY LINE BUFFER

SEE SHEET L4 FOR PLANT LIST & IMAGES

REVISIONS

RW Stover & Associates, Inc.
Landscape Architecture
1620 North Main Street, Suite 4
Walnut Creek, CA 94596
Ph: 925.935.2838

LANDSCAPE ARCHITECT RICHARD WILLARD STOVER 3017 Signature My Renewal 08/31/2021 REGISTERED STATE OF CALIFORNIA

INSURANCE AUTO
AUCTIONS STORAGE
BAY POINT, CALIFORNIA

PRELIMINARY
LANDSCAPE
PLANS

DESIGNED:	DRAWN:
RS	RS
CHECKED:	JOB NO:

DATE
05-28-20

SCALE
NOTED

SHEET
L1
OF SHEETS