



**Errata for San Pablo Dam Road Storm Drain and Pavement Repair Final IS/MND
January 2026**

There is minor technical information that the County added in redline to the Final IS/MND related to biological resources. None of these changes required recirculation under CEQA Guidelines Section 15073.5. On pages 29 and 30 of the final IS/MND changes are shown in redline which explain that the presence of special-status bats was evaluated and have low potential to occur. On page 35 of the Final IS/MND and on page 7 of the Final Mitigation and Monitoring Report (MMRP), Mitigation Measure Bio-1g was replaced with equal or more effective measures pursuant to Section 15074.1 in order to clarify nesting bird survey methodology.



San Pablo Dam Road Storm Drain and Pavement Repair Project

Initial Study/Mitigated Negative Declaration

Contra Costa County, California

PREPARED FOR:



Contra Costa County

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December 2, 2025 January 2026

CEQA ENVIRONMENTAL CHECKLIST FORM

Project Title: San Pablo Dam Road–Storm Drain and Pavement Repair
Project #0672-6U6265 CP# 23-19

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Project Location: On San Pablo Dam Road approximately 1.2 miles east of Wildcat Canyon Road and approximately one mile northwest of Orinda in unincorporated Contra Costa County (Figure 1, Figure 2). Assessor’s Parcel Number: 267-040-002

Project Sponsor's Name and Address: Contra Costa County Public Works Department
255 Glacier Drive, Martinez, CA 94553

General Plan Designation: Resource Conservation (RC)
Contra Costa County 2045 General Plan

Zoning: Exclusive Agricultural District (A-80)

Description of Project:

The San Pablo Dam Road Storm Drain and Pavement Repair Project (proposed project) would rehabilitate the existing dual corrugated metal pipe storm drain culverts that were damaged in early 2023, resulting in gradual roadway settlement above the culvert system. The proposed project also includes installing a third culvert south of the existing culverts to restore hydraulic capacity beneath San Pablo Dam Road in Contra Costa County (County) (Figure 1, Figure 2). The proposed project would receive funding through the Federal Highway Administration (FHWA) Emergency Relief funds, which are anticipated to be managed through California Department of Transportation (Caltrans) Local Assistance.

Completing repairs to the original dual pipes and constructing the third pipe would require removing and replacing the current inlet and outlet headwalls to implement two trenchless culvert replacement methods of construction (Figure 3). The project site is located on relatively steep terrain consisting of an approximate 45-foot elevation gain from Old San Pablo Dam Road from the east to San Pablo Dam Road to the west. The existing culvert system conveys stormwater flows from both Baden Creek and Spring Creek. Runoff from these creeks converges along the west side of San Pablo Dam Road, where it is currently collected and directed into dual 72-inch pipes. The system conveys flows approximately 205 feet through the roadway embankment before discharging at the outlet on the east side of San Pablo Dam Road. From the outlet, flows enter a concrete flume that directs water into an existing 36-inch culvert system located between San Pablo Dam Road and Old San Pablo Dam Road. This system

conveys flows beneath Old San Pablo Dam Road, where they are discharged beyond the proposed project footprint and continue downstream into San Pablo Reservoir, located approximately 0.3 mile east of the project site. The reservoir is managed by the East Bay Municipal Utility District (EBMUD).

Demolition and Construction Activities

Construction of the proposed project is expected to begin in 2026 and last approximately 115 working days between May 2026 and December 2026. Standard construction equipment would be used, including but not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, casing oscillator, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure) would also be placed on-site. Dewatering equipment would be used, including but not limited to: coffer dams, pumps, and bypass lines. Construction activities would be generally limited to the hours between 7:00 a.m. and 6:00 p.m. Night work would be anticipated to ensure completion of proposed project construction prior to the rainy season.

Staging and Access: Staging areas have been proposed and evaluated for environmental resources. Staging would take place at the culvert's inlet and outlet. Access to the culvert inlet is available from the west side of San Pablo Dam Road via an existing fire trail route. Access to the culvert outlet is available through Old San Pablo Dam Road. Additional staging areas would be available along Old San Pablo Dam Road and the boat ramp located 0.3 mile north of the outlet. San Pablo Dam Road would remain open for traffic throughout the development of the proposed project. Standard traffic control measures would be employed during construction activities and emergency vehicles are anticipated to have access at all times. Temporary construction easements from EBMUD would be required for access to the storm drain system, proposed staging areas, and for other construction access.

Site Preparation: The proposed project would include the clearing, or removal, of vegetation within the project site, including trees. Tree removal would be limited to what is necessary to construct the proposed project. Approximately 27 trees including coast live oak (*Quercus agrifolia*), California bay (*Umbellularia californica*), California buckeye (*Aesculus californica*), pacific madrone (*Arbutus menziesii*), bigleaf maple (*Acer macrophyllum*), and arroyo willow (*Salix lasiolepis*) would be removed around the inlet to create space necessary for pipe ramming, and at the outlet where the concrete flume would be reconstructed. Additional vegetation within the work area would be cleared and grubbed as needed. Grubbing would include the removal of roots, stumps, and other underground material left behind after clearing. A cattle fence would be installed along the fire trail to allow grazing to continue while keeping cattle away from the project site.

Demolition: Construction would first require demolition of the existing inlet and outlet headwalls. The existing inlet headwall size is approximately 40 feet by 10 feet and the existing outlet is approximately 30 feet by 10 feet. Demolition of the existing roadway would occur to depth needed for stabilization of the roadway prior to restoration of the roadway.

Installation and repair of culvert system: The two existing 72-inch corrugated metal pipes would be replaced through pipe ramming with 66-inch steel casing pipes through the existing alignment. A pneumatic hammer would deliver percussive blows to the rear of the steel pipe, driving it forward. The steel pipe would be equipped with a cone-shaped head to help navigate angular deflections, reduce friction, and expand the deformed corrugated metal pipe into a more circular cross-section

through outward diametral pressure. To maintain consistent alignment, the cone-shaped head would also be pulled with a pulley system from the downstream end. The proposed project would include ramming approximately 410 linear feet in total (205 feet in each direction). The steel casings, fabricated in 20-foot sections, are expected to be installed at a rate of one section per day. After the installation of one section, another would be positioned and welded to the preceding casing. This process would continue until the full length is completed. Since the existing dual 72-inch system would be reduced to a dual 66-inch system, an additional 48-inch culvert would be installed by jack and bore on the south side to compensate for the reduced hydraulic capacity.

The third culvert would be constructed using the jack and bore method where a boring machine would jack (push) a 48-inch casing pipe into the ground in segments while simultaneously removing soil using a rotating auger within the casing.

Grouting: The County previously performed geotechnical borings around the existing culverts, which revealed compromised soils surrounding the culvert system. Contact grouting would be required around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in competent material. This grouting would be performed from within the installed pipes, using port holes specifically manufactured for the proposed project, through which the Contractor would pump the grout material. Additional vertical compaction injection grouting from the roadway would be required to stabilize compromised soils between the culvert and roadway surface.

Concrete Work (Headwall, Flume, Abandonment of 36-inch Overflow Corrugated Metal Pipe): The existing inlet and outlet headwalls would be removed to install the three culverts. Once the three pipes are placed, the proposed headwalls would be constructed around them. Additionally, the existing concrete flume would be reconstructed due to structural damage caused by tree root intrusion. The proposed flume would be designed to direct the flow of the three culverts into the existing inlet, which conveys the flow through Old San Pablo Dam Road. Lastly, the existing 36-inch corrugated metal pipe overflow pipe would be abandoned and capped in place with concrete slurry to prevent future use or void formation.

Roadway Rehabilitation: Approximately 10,000 square feet of roadway would be excavated and replaced with a new aggregate base and hot mix asphalt. The reconstruction effort would rehabilitate the roadway section and fill any underlying dips or voids contributing to the settlement.

Site Cleanup and Restoration: All disturbed areas would be stabilized following construction and restored to pre-project conditions through replanting of native trees and hydroseeding with a native seed mix.

Surrounding Land Uses and Setting:

The 0.76-acre project site consists of one Assessor's Parcel Number (APN) 267-040-002 and is located within the *Briones Valley, California* United States Geologic Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 1 North, Range 3 West, Section 30 (Latitude 37.908789° and Longitude -122.231350°).

Contra Costa County 2045 General Plan and Zoning Designations

The Contra Costa County 2045 General Plan (2045 General Plan) delineates the entirety of the project site having a land use designation of Resource Conservation (RC). The purpose of the RC land use

designation is to preserve ecologically significant and environmentally sensitive areas that allow land uses intended for resource management, and low-intensity agriculture and recreation with associated low-density structures while prohibiting land uses that increase density, including urban development and the establishment of subdivisions.

The project site is zoned as Exclusive Agricultural District (A-80). The A-80 zoning district permits all types of agriculture including general farming, horticulture, floriculture, livestock production, and forestry uses with associated structures intended for the storing of agricultural products and equipment, along with a detached dwelling where structures are only permitted on lots greater than 80 acres in size.

Environmental Setting

The project site is located on a segment of San Pablo Dam Road, which is a two-lane arterial roadway that provides connection from State Route (SR) 24 in Orinda, California in the south to El Sobrante, California and Interstate 80 (I-80) to the northwest. The project site is located on relatively steep terrain approximately 390 feet above mean sea level (AMSL), where San Pablo Dam Road runs over an intermittent drainage that is fed by two ephemeral tributaries (Baden Creek and Spring Creek) carrying stormwater through two existing corrugated metal pipes. Photos of the Biological Study Area (BSA) are included in Appendix B and locations of the photos are shown in Figure 4. Dense vegetation surrounds the project site, consisting of coast live oak, arroyo willow, and California bay woodland with an understory of native and non-native shrubs and herbaceous species (Figure 5). Non-native and ruderal vegetation are situated mostly within disturbed areas along the roadsides.

Stormwater from the intermittent drainage discharges into the San Pablo Reservoir located approximately 0.3 mile east of the project site. The San Pablo Reservoir currently holds approximately 19,810 acre-feet of water and its primary inflow is San Pablo Creek. San Pablo Reservoir is managed by EBMUD.

The project site is within EBMUD-managed lands that include recreational uses such as picnicking, hiking, fishing, boating, kayaking, along with watershed, water quality, and wildlife management. Specifically, the project site is surrounded by the San Pablo Reservoir boat launch and Inspiration Trail to the north, Old San Pablo Trail and the San Pablo Reservoir to the east, open space to the south, and Wildcat Canyon Road to the West. Overhead power lines are located directly west of the project site, and a fire trail is situated to the northwest. (Figure 2).

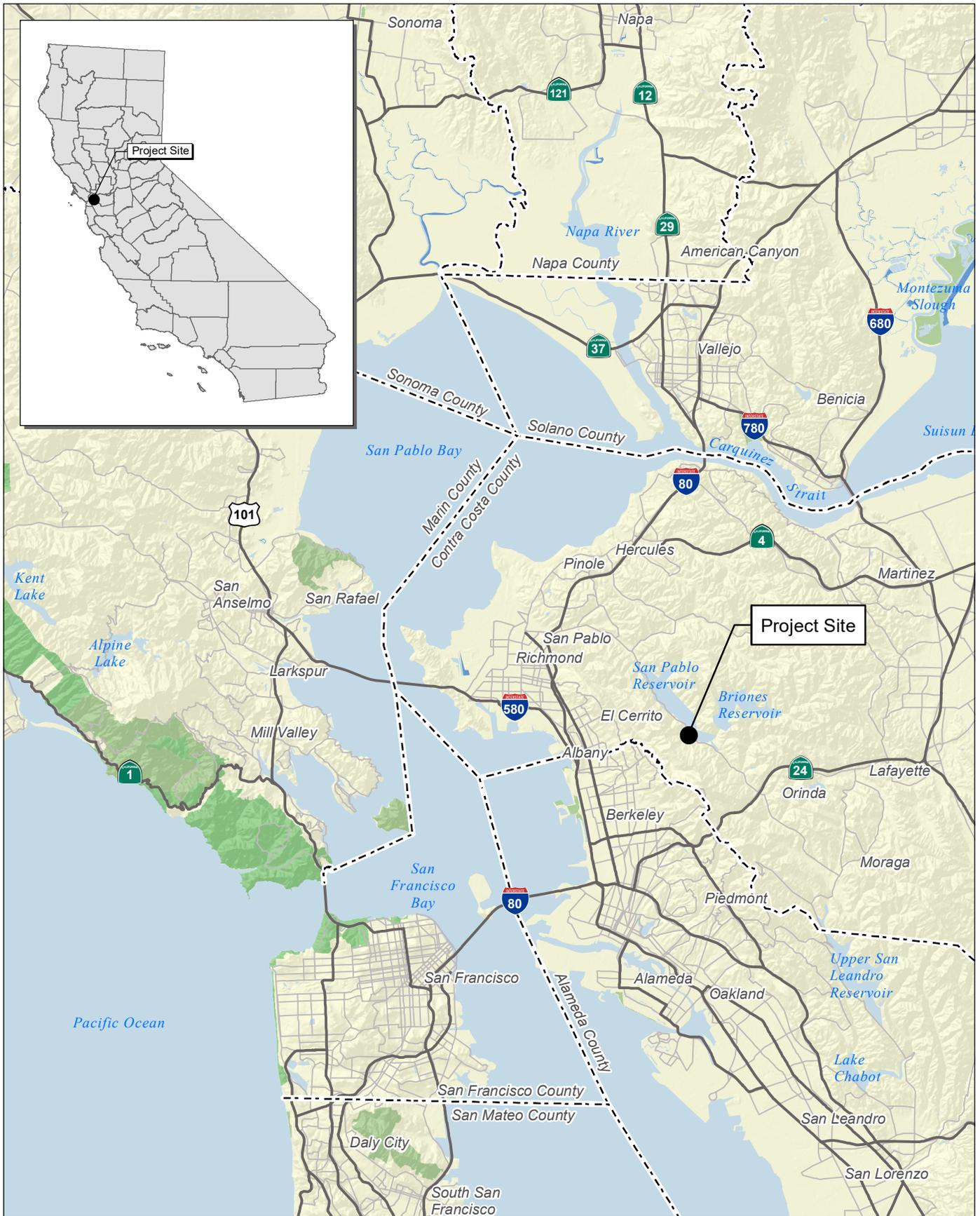
Other public agencies whose approval may be required (e.g., permits, financing, approval, or participation agreement). Please be advised that this may not be an exhaustive list and that approval may be required from other public agencies not listed here:

Agency	Approval
Contra Costa County Department of Conservation and Development	California Environmental Quality Act Compliance
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement
California Department of Transportation	National Environmental Policy Act Compliance
East Bay Municipal Utility District	Right-of-Way Agreement
San Francisco Regional Water Quality Control Board	Porter Cologne General Waste Discharge Notice of Applicability or Section 401 Certification
United States Army Corps of Engineers	Section 404 Permit

Additional permissions and real estate transactions may be necessary for the proposed project to be implemented.

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

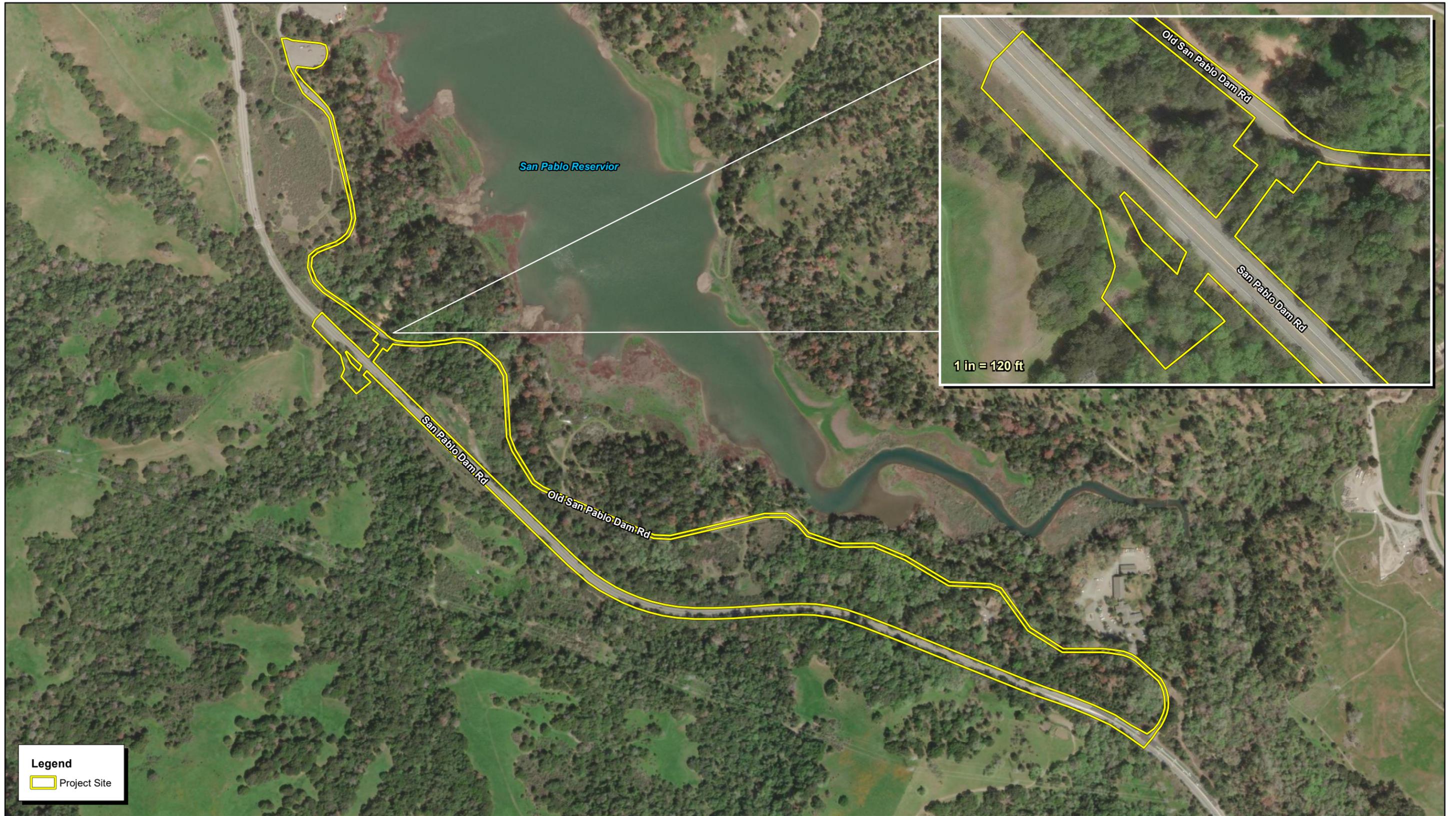
To initiate consultation, the County conducted outreach on June 5, 2025, to the Wilton Rancheria and the Confederated Villages of Lisjan Nation (CVLN) who have previously requested to be notified for projects within Contra Costa County. The Wilton Rancheria has not responded to consultation, while the CVLN requested consultation. The County consulted with the CVLN on methods for resource investigation, identification and avoidance, mitigation, and monitoring measures. Measures were agreed upon and consultation concluded on August 20, 2025. Therefore, consultation with Native American Tribes has occurred in relation to this project. As a courtesy, the County will provide a copy of this environmental document for the Tribe’s comments.



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



Figure 1
Regional Location Map



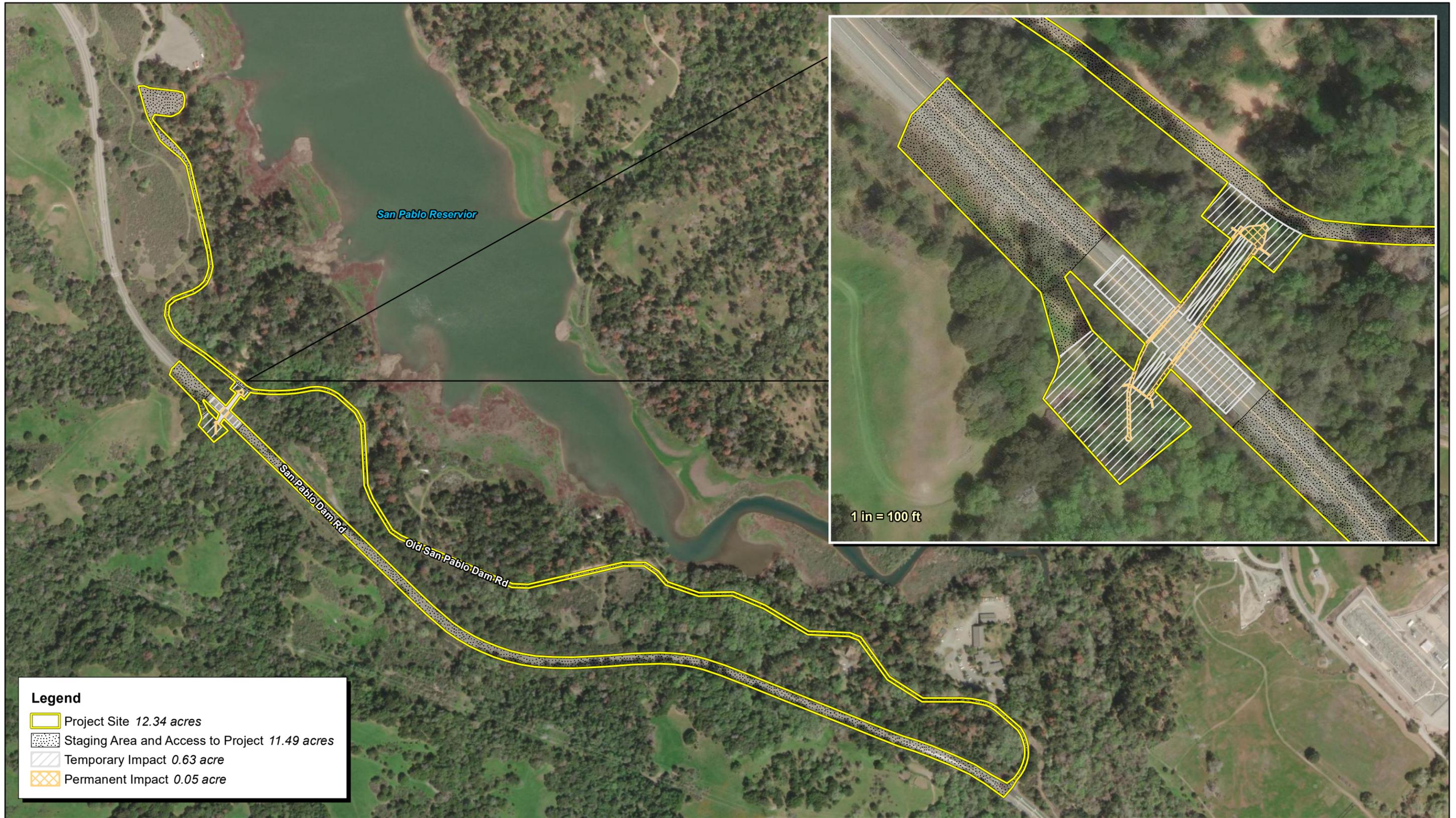
Source: ESRI World Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.

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Figure 2
Local Vicinity Map



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



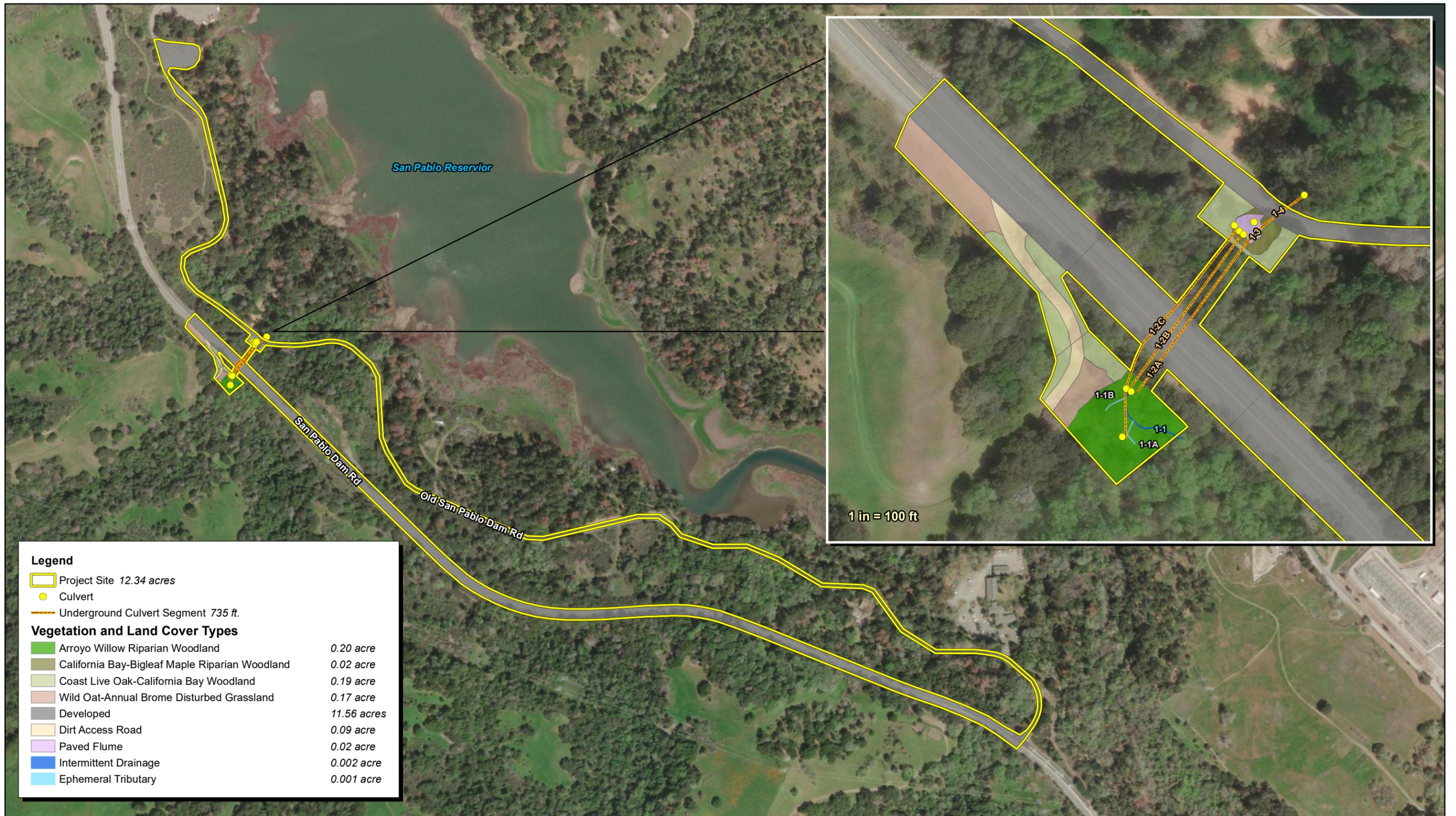
Figure 3
Impact Area



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.

Figure 4

Site Photograph Location Map



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



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Figure 5
Vegetation and Land Cover Types

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
SAN PABLO DAM ROAD - STORM DRAIN PAVEMENT REPAIR PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Services Systems	<input checked="" type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance
Environmental Determination					

On the basis of this initial evaluation:

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



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

December 2, 2025

Date

ENVIRONMENTAL CHECKLIST

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

SUMMARY:

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

Less Than Significant Impact: The General Plan Conservation, Open Space, and Working Lands Element defines scenic vistas as scenic ridges. Scenic ridgeways are identified in the 2045 General Plan for preservation purposes, with the Wildcat Canyon Road scenic ridgeline approximately 0.7 mile west of the project site. As determined by General Plan Policy COS-P12.3, development within 100 vertical feet of the top of designated scenic ridges and within 50 vertical feet of other visually prominent ridgelines is prohibited. The project site is not located on the Wildcat Canyon Road ridgeline and views of the ridgeline are not present from the project site. Further, the 0.7 mile distance from the proposed project site to Wildcat Canyon Road meets requirements under Policy COS-P12.3. The ridgeline is located southwest of the project site, and the project site may be visible from sporadic points along the ridgeline from the west, as well as other scenic vantage points to the east, including hiking trails managed by EBMUD and the San Pablo Reservoir.

While the proposed project would not construct any new structures, it would remove approximately 27 existing trees on the project site, which could diminish existing tree cover of San Pablo Dam Road and adjacent power lines from the east and could degrade the scenic quality of the ridgeline. However, the proposed project would not remove all trees within the project area and, as such, there would still be remaining trees to provide coverage of existing infrastructure. In compliance with 2045 General Plan Policy COS-P12.4, there would be no unnecessary vegetation removal in relation to the proposed project. Thus, views of the project site from the west are not anticipated to be substantially altered, as trees would remain. Further, the project site would be restored through hydroseeding of all disturbed areas and replacement planting of native trees after repair and installation of the culvert system is completed. With the revegetation of native species, including trees, the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

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

Less Than Significant Impact: The project site is not located in proximity to any Officially Designated or Eligible State Scenic Highways. The closest eligible State Scenic Highway is SR-24 in Orinda, California, approximately 3.4 miles south of the project site. The proposed project is not visible from SR-24 due to its distance and intervening development.

Although the proposed project would not damage scenic resources within a State Scenic Highway, the General Plan Conservation, Open Space, and Working Lands Element identifies locally significant scenic routes as public roadways that pass through picturesque natural landscapes, typically offering sweeping views of valleys or mountain ranges. 2045 General Plan Figure COS-12, Scenic Resources, identifies San Pablo Dam Road as a County-designated scenic route. The General Plan requires projects with the potential to significantly impact public views along a scenic route designated by the County to undergo a visual impact analysis (Policy COS-P12.8). The proposed project would restore views along the public right-of-way within San Pablo Dam Road through replanting of native vegetation, including trees, following construction.

Since the proposed project is not located on or adjacent to a State Scenic Highway and would restore the San Pablo Dam Road segment with new infrastructure and vegetation, the proposed project would not substantially damage scenic resources within a State Scenic Highway or a County-designated scenic route. Therefore, the proposed project would have a less than significant impact on State Scenic Highways or any locally designated scenic routes.

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

Less Than Significant Impact: The proposed project is located in unincorporated Contra Costa County and surrounded by undeveloped land intended for agricultural uses, recreational uses, and watershed management by EBMUD. As such, the proposed project is not located in an urbanized area and impacts pertaining to the visual character or quality of public views are assessed.

The proposed project is visible from public hiking trails managed by EBMUD that provide public views of the San Pablo Reservoir and hillsides to the east. Construction activities and tree removal could degrade the existing visual character and quality of public views by exposing San Pablo Dam Road and other utilities on the eastern side of the project site. However, the proposed project would not remove all trees within the project area. Because of the location of proposed tree removals and the relatively small project area, views of the project site from the west are not anticipated to be substantially altered as trees would remain. Thus, there would still be remaining trees to provide coverage of existing infrastructure. Additionally, the proposed project would be consistent with existing uses on the project site and would not introduce any new structures. Following completion of construction activities, the project site would be revegetated, including the replanting of trees, and returned to existing conditions. Therefore, the proposed project would not degrade the existing visual character or quality of public views and impacts would be less than significant.

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

Less Than Significant Impact: The project site is in an undeveloped area with minimal sources of light and glare. Existing sources of light and glare in the vicinity of the project site include vehicular traffic along San Pablo Dam Road. Although the proposed project would not install any stationary sources of light, construction activities could implement temporary construction lighting. In addition, construction of the proposed project would introduce temporary sources of light and glare from construction equipment, parked vehicles from construction workers, and encroachments onto San Pablo Dam Road. However, construction of the proposed project would be required to abide by California Code of Regulations Title 8, Section 1523 which contains nighttime highway construction lighting requirements, such as limiting lighting to an intensity intended to only cover the work zone while minimizing glare, such as installing temporary screens with mounted lamps below the top of the screen.

Operation of the proposed project would not result in new sources of light or glare, as the proposed project would not introduce any new structures, streetlights, or alter existing traffic conditions in a manner that could generate new or exacerbate sources of light and glare. Therefore, the proposed project would have a less than significant impact on light and glare.

Sources of Information

California Department of Transportation (Caltrans). Scenic Highways: California State Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 2: Planning Context. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84932/Chapter-2---Planning-Context-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

- 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 nonagricultural use?*

No Impact: The project site is located in an undeveloped area. The project is designated as Grazing Land on the California Important Farmland Map and is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. For this reason, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impact would occur.

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

No Impact: The project site is zoned as Exclusive Agricultural District (A-80) and is not under a Williamson Act Contract, as indicated by the State of California GIS Property Assessment interactive mapping tool. The proposed project is limited to repair and improvement of existing storm drainage infrastructure and would not introduce land uses that would conflict with the existing zoning. As such, the proposed project would not conflict with agricultural zoning or with a Williamson Act Contract. No impact would occur.

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

Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?

No Impact: The project site is zoned as A-80, and is not zoned as forest land, timberland, or timberland zoned Timberland production. Therefore, the proposed project would not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

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

No Impact: As described above in Impact 2(c), the project site is not zoned as forest land. The project site does not contain, nor is it adjacent to forest land. Therefore, the proposed project would not result in a loss of forest land or a conversion of forest land to non-forest uses. As such, no impact would occur.

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

No Impact: Although the project site is located within an area zoned for agriculture, the primary uses in the surrounding area are grazing or recreation. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the vicinity. The project site is not zoned for forestry-related uses, nor is the project site forested. The proposed project would not result in the conversion of farmland to nonagricultural use or conversion of forest land to non-forest use. No impact would occur.

Sources of Information

Contra Costa County Code. Title 8 – Zoning. Website:

https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO.
Accessed August 12, 2025.

California Department of Conservation. California Important Farmland Finder. Website:

<https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 12, 2025.

State of California. 2024. Williamson Act Enrollment Finder. Website:

<https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/>. Accessed July 9, 2025.

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

SUMMARY:

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

Less Than Significant Impact: Contra Costa County is within the San Francisco Bay Air Basin (SFBAAB), which is regulated by the Bay Area Air Quality Management District (Bay Area Air District). The most currently adopted Air Quality Plan (AQP) is the *Spare the Air, Cool the Climate Final 2017 Clean Air Plan (2017 Clean Air Plan)*. The purpose of the 2017 Clean Air Plan is to bring the SFBAAB 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 gas (GHG) emissions.

Air quality is also regulated by the County through its 2045 General Plan. The following policies related to air quality are contained within the 2045 General Plan, Health and Safety Element, and are relevant and applicable to the proposed project and will be required to be implemented. Implementation of these policies would help to reduce air pollutant emissions associated with the proposed project:

HS-P1.2 Prioritize participation in emission and exposure reduction, public education, engagement, outreach, and other programs that promote improved air quality, focusing on Impacted Communities.

HS-P1.9 Require construction activities that involve large grading operations to implement additional construction measures identified in Bay Area Air District CEQA Guidelines to reduce air pollutant emissions.

PS-P1.10 Prohibit nonessential diesel engine idling countywide and nonessential idling of all vehicles within 100 feet of sensitive receptors.

A project would be determined to conflict with or obstruct the 2017 Clean Air Plan implementation if it would result in substantial new regional emissions not foreseen in the air quality planning process. The Bay Area Air District's 2022 CEQA Guidelines outline the following criteria that should be used for determining a project's consistency with the AQP.

- Does the project support the primary goals of the AQP?
- Does the project include applicable control measures from the AQP?
- Does the project disrupt or hinder implementation of any AQP control measures?

Primary Goals of the AQP

The primary goals of the 2017 Clean Air Plan are to attain air quality standards, reduce population exposure to unhealthy air and protect the public health in the Bay Area, and reduce GHG emissions and protect the climate.

The proposed project would not introduce ongoing sources of operational-related air pollutant emissions. Project compliance with CEQA pollutant emission thresholds is a test of consistency with 2017 Clean Air Plan air quality control strategies and noninterference with the attainment of 2017 Clean Air Plan goals. As discussed under Impact 3(b), the proposed project's construction-related emissions would not exceed Bay Area Air District CEQA significance thresholds for the Bay Area's nonattainment pollutants. Therefore, the proposed project would not impede the region's ability to attain air quality standards.

The proposed project would not introduce ongoing sources of operation-related toxic air contaminant (TACs) or diesel particulate matter (DPM) emissions. Furthermore, as discussed in Impact 3(c), the proposed project would not expose nearby sensitive populations to TACs or DPM emissions during construction because there are no sensitive receptors within close proximity to the proposed project.

Finally, the Contra Costa County Climate Action and Adaptation Plan (CAAP) establishes a framework to reduce GHG emissions 40 percent below 1990 levels by 2030 and prepare for climate-related hazards. The proposed project aligns with several CAAP goals and policies, particularly those focused on infrastructure resilience, low-emission construction practices, and environmental stewardship. The CAAP includes incentives for construction equipment upgrades and other strategies to reduce emissions of construction vehicles on a plan level; while not directly applicable to the proposed project, overall, the CAAP encourages the use of low-emission construction equipment (Policy TR-2). In addition, the CAAP seeks to protect and restore natural stormwater systems (Policy IS-2) and minimize vegetation loss and require revegetation with native species (Policy OS-1). The CAAP also incorporates erosion and runoff control measures (Policy IS-4). Overall, the proposed project's trenchless methods, revegetation plan, and storm-resilient culvert design support the County's climate adaptation priorities while also complying with broader GHG reduction strategies. The CAAP focuses on reducing long-term operational emissions from land use, energy, and transportation. After its construction is complete, the proposed project will not include any new pollutant emission sources, nor require energy from external sources or transportation resources for its operation. Thus, it would have no effect on land use, energy, transportation or other assumptions that underlie the CAAP. Accordingly, the proposed project is consistent with the County's CAAP.

Therefore, the proposed project is consistent with the first criterion in demonstrating consistency with the 2017 Clean Air Plan.

Applicable Control Measures

The 2017 Clean Air Plan contains 85 control measures that describe specific actions to reduce air pollutants and GHGs at the local, regional, and global levels. Stationary source control measures are implemented via Bay Area Air District's permitting program and enforcement of the Bay Area Air District Rules and Regulations. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2017 Clean Air Plan contains several control measures designed to protect the climate.

To establish compliance with the Clean Air Plan, the proposed project would be required to comply with applicable Clean Air Plan control measures. The only measures relevant and applicable to the proposed project are SS36: Particulate Matter from Trackout and SS38: Fugitive Dust.

The proposed project would comply with the above control measures as specified below:

For consistency with Clean Air Plan Measure SS36 and SS38 and to ensure the implementation of policies within the County General Plan, the proposed project would implement Mitigation Measure (MM) AQ-1 which would require the implementation of Bay Area Air District's Best Management Practices (BMPs) to reduce fugitive dust and air pollutant emissions during construction.

Accordingly, the proposed project would comply with all applicable measures under the 2017 Clean Air Plan with implementation of mitigation and is therefore consistent with criteria two as set forth by Bay Area Air District.

Hindrance of Implementation of AQP Control Measures

The proposed project involves the repair of the existing dual 72-inch corrugated metal pipe as a result of 2023 winter storms. It would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementing any AQP control measures. The proposed project is construction-only and would not result in parking or parking requirements or ongoing sources of air pollutant emissions. Therefore, the proposed project would not disrupt or hinder the implementation of any AQP control measures.

The proposed project would comply with all applicable measures under the 2017 Clean Air Plan and is therefore consistent with the third criterion as set forth by Bay Area Air District.

As addressed above, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan and meets all three criterion set out by Bay Area Air District for demonstrating consistency, and impacts would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated: A potential impact would occur if the proposed project results in exceedances of State or federal standards for ozone precursors reactive organic gases (ROG), nitrogen oxide (NO_x), particulate matter less than 10 microns in diameter (PM₁₀) and particulate matter less than 2.5 microns in diameter (PM_{2.5}), of which the

SFBAAB is in nonattainment. NO_x and ROG emissions are of concern during construction because of their participation in the formation of ground level ozone—for which the SFBAAB is also in nonattainment. PM₁₀ and PM_{2.5} are of concern during construction because of potential exhaust emissions from the operation of off-road construction equipment and fugitive dust during demolition and earth-disturbing activities (construction fugitive dust).

The significance criteria recommended by the Bay Area Air District were used to make the following CEQA significance determinations. The Bay Area Air District has adopted standards of significance for criteria pollutants that could occur during construction and operation. The thresholds of significance are shown in Table 1. Therefore, a project that would not exceed the Bay Area Air District thresholds of significance on an individual project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. The proposed project's construction and operational emissions are discussed separately below.

Construction Fugitive Dust Emissions

Construction emissions from the proposed project would be “short-term” or temporary in nature and duration. Construction of the proposed project would result in the temporary generation of ROG, NO_x, PM₁₀, and PM_{2.5} emissions from construction activities including site preparation, demolition, grading, trenchless culvert installation, grouting, concrete work, and roadway rehabilitation.

Fugitive dust emissions are primarily associated with demolition, earth disturbance and grading activities and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related activities, such as soil disturbance, grading, demolition, and material delivery and hauling resulting in fugitive dust emissions such as PM_{2.5} and PM₁₀, are recognized to impact local communities. The Bay Area Air District does not have a numerical threshold of significance for fugitive dust particulate matter emissions. Instead, the Bay Area Air District bases the determination of significance for fugitive dust on whether feasible and effective control measures are implemented.

The Bay Area Air District recommends implementing basic construction measures for all projects regardless of emissions. Therefore, to further reduce emissions, implementation of MM AQ-1, provided below, would include Bay Area Air District-recommended measures for the control of short-term emissions and basic fugitive dust BMPs to assure that ambient particulate standards are not exceeded at local sensitive receptors during project construction. Therefore, the proposed project would have a less than significant impact related to short-term construction fugitive dust emissions with implementation of MM AQ-1.

Construction Exhaust Emissions: ROG, NO_x, PM₁₀, and PM_{2.5}

Construction-related NO_x, PM₁₀, and PM_{2.5} emissions are primarily generated by exhaust emissions (running and idling) from off-road heavy-duty construction equipment, on-road material delivery and haul trucks, and construction worker vehicles. ROG emissions are mainly generated by off-gas emissions associated with architectural coatings and asphalt paving.

Construction emissions were quantified and estimated using California Emissions Estimator Model (CalEEMod) Version 2022.1 for a typical construction scenario for a construction project of this size and incorporating appropriate project-specific information. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the Bay Area Air District for estimating project emissions. Construction emissions were estimated and compared with the applicable thresholds of significance established by the Bay Area Air District to assess ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} construction emissions to determine significance for this criterion.

The following project characteristics and assumptions were utilized in the CalEEMod analysis:

- Construction activities are anticipated to begin in July 2026 and last approximately 115 days. Because fuels and equipment fleets become cleaner over time, construction-related emissions decrease over time as well. Therefore, if construction begins in later months or years, construction-related emissions would be lower than when modeled to occur in earlier years; thus, the July 2026 assumed start date is considered conservative.
- Approximately 27 trees would be removed (which would be associated with 16 one-way vendor truck trips during the site preparation phase).
- It was estimated that approximately 10,000 cubic yards of concrete would be demolished (which represents a worst-case, conservative scenario).
- CalEEMod default assumptions for equipment were supplemented with equipment to be used as described in the Project Description, including, but not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure), pneumatic hammer, and a jack and bore machine would also be placed at each site. Dewatering equipment would be used, including, but not limited to: coffer dams, pumps, and bypass lines. The modeling assumed use of average tier engines in construction equipment which represents a conservative scenario, and emissions would likely be lower than what is shown in Table 1.

The modeling assumed implementation of the Bay Area Air District Basic Construction BMPs for fugitive dust control.

Additional details on the assumptions and inputs are included in the CalEEMod output reports (Appendix A).

Table 1 shows the proposed project's average daily emissions from construction-related exhaust emissions. As indicated in Table 1, construction exhaust emissions from all construction activities would be below the recommended thresholds of significance for emissions of ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5}; therefore, impacts would be less than significant.

Table 1: Regional Criteria Pollutant Exhaust Emissions–Project Construction

Average Daily	Air Pollutants (lbs/day)				
	Year	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Project Construction (Average daily emissions)	2026	1.58	12.71	0.48	0.44
Significance Threshold (lbs/day)		54	54	82	54
Exceeds Significance Threshold?		No	No	No	No
Notes: lbs = pounds NO _x = oxides of nitrogen PM ₁₀ = particulate matter less than 10 microns in diameter PM _{2.5} = particulate matter less than 2.5 microns in diameter ROG = reactive organic gases Emissions were calculated by dividing the pounds of emissions by the number of non-overlapping working days of construction (115 workdays). Assumes implementation of MM AQ-1 for dust control. Source: California Emissions Estimator Model (CalEEMod) Output (see Appendix A).					

Potential Impacts:

The Bay Area Air District recommends implementing basic construction measures for all projects regardless of emissions. Therefore, the proposed project would implement MM AQ-1 for the control of short-term emissions and basic fugitive dust BMPs, to assure that ambient particulate standards are not exceeded at local sensitive receptors during project construction and that impacts would remain less than significant.

MM AQ-1 Implement Bay Area Air District Basic Construction Best Management Practices:

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

- 9) Post a publicly visible sign with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practicable but not more than 48 hours after the complaint is received. The Bay Area Air District phone number shall also be visible to ensure compliance with applicable regulations.

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

Less Than Significant Impact. The Bay Area Air District recommends that potential health risks to nearby sensitive receptors from TAC and/or DPM emissions during the proposed project's construction and operation be evaluated. Sensitive receptors may include children, elderly, and those with compromised immune systems. Sensitive receptor locations are places where these individuals commonly gather or reside, including hospitals and healthcare facilities, schools and daycare centers, senior centers and nursing homes, and residential areas. According to the Bay Area Air District, a proposed project should identify and assess potential health risks to sensitive receptors located within 1,000 feet of a proposed project's fence line.

The proposed project is not associated with any ongoing sources of operational-related TAC and/or DPM emissions. There are no sensitive receptors within 1,000 feet of the construction area. In addition, construction-related emissions are inherently short-term and intermittent, typically occurring only during active phases of site preparation, grading, and building. These emissions (primarily from diesel-powered equipment and dust-generating activities) are temporary and diminish significantly once construction is complete. Given the limited duration and the implementation of dust mitigation measures required by Bay Area Air District Basic Construction BMPs such as dust suppression and equipment idling restrictions, the potential for long-term exposure to harmful pollutants is minimal. As a result, construction emissions are not expected to pose a significant health risk to nearby sensitive receptors and impacts would be less than significant.

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

Less Than Significant Impact: The ability to detect odors varies considerably among the population and can be subjective. People may have different reactions to the same odor. Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. Odor intensity depends on the concentration in the air. When an odor sample is progressively diluted, the odor concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odor reaches a level that is no longer detectable.

According to Bay Area Air District 2022 CEQA Guidelines, odor impacts could occur if the proposed project introduces a new odor source near existing receptors. The presence of an odor impact is dependent on several variables, including the nature of the odor, the frequency of odor generation, the intensity of odor, the distance of the odor source to sensitive receptors, the wind direction and the sensitivity of the receptor.

If the proposed project would be an odor-generating facility, then the Bay Area Air District provides a list of recommended odor screening distances for evaluating potential odor impacts. The Bay Area Air District does not indicate that temporary construction projects are odor-generating facilities.

Potential sources that may emit odors during the proposed project's construction activities include exhaust from diesel construction equipment. There are no sensitive receptors within 1,000 feet of the construction area. In addition, the construction activities would be temporary in nature, intermittent in duration, and highly diffusive. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Thus, the proposed project would not result in a new odor source adversely affecting a substantial number of nearby existing receptors. Furthermore, the proposed project is construction-only and would not include any ongoing sources of odors. Impacts would be less than significant.

Sources of Information

CalEEMod Output Report, Appendix A.

Bay Area Air Quality Management District (Bay Area Air District). 2022. California Environmental Quality Act, Air Quality Guidelines. April. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed August 12, 2025.

Bay Area Air Quality Management District (Bay Area Air District). 2017. Spare the Air, Cool the Climate. Final 2017 Clean Air Plan. April. Website: https://www.baaqmd.gov/~/_media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed August 12, 2025.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FCS Biologist(s) evaluated potential Biological Resources for the San Pablo Dam Road Storm Drain Repair Project in September 2024 and April 2025, including a background review and reconnaissance field survey. A draft Natural Environmental Study (Minimal Impacts) (NESMI) was prepared by FCS in July 2025, and an Arborist Report was prepared by FCS in August 2025 (Appendix B). The comprehensive literature review included the evaluation of the California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), a special-status species and plant community account database; the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system; and the California Native Plant Society (CNPS) Inventory of Rare Plants (CNPS Inventory) for the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles (Appendix B) (CDFW 2025; CNPS 2025; USFWS 2025). The on-site assessment of biological resources within the project footprint and surrounding area (BSA), was completed by a qualified FCS Biologist and FCS Botanist on September 19, 2024, and April 22, 2025.

The following analysis is based on the results of the NESMI analysis of the BSA prepared by FCS in July 2025. Potential impacts to biological features within the project site are analyzed in this section. The BSA includes the project site and proposed staging areas. Nine biotic habitats and land cover types were identified within the 12.34-acre BSA, as shown in Table 2 below.

Table 2: Potential Temporary and Permanent Impacts by Biotic Habitat

Biotic Habitat/Land Use	Total Area (acres/LF)	Permanent Impacts (acres/SF)	Temporary Impacts (acres/SF)	Temporary Staging/ Access-Related Impacts (acres/LF)
Developed	11.56	0.01	0.20	11.23
Dirt access road	0.09	0	0.03	0.06
Wild oat-annual brome disturbed grassland	0.17	0	0.05	0.12
Coast live oak-California bay woodland	0.19	52 SF	0.11	0.08
California bay-big leaf maple riparian woodland	0.02	226 SF	0.02	0.00
Arroyo willow riparian woodland	0.20	0.01	0.19	0.00
Intermittent drainage	0.002	13 SF	74 SF	0
Ephemeral drainages	0.001	3 SF	53 SF	0
Underground culvert segments	735 LF	296 LF	417 LF	22 LF
Total Area	12.34 acres	0.05 acre	0.63 acre	11.49 acres
Notes: LF = linear feet SF = square feet The remaining 0.087 acre/735 linear feet within the BSA account for the underground culvert segments that pass under San Pablo Dam Road.				

SUMMARY:

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

Less Than Significant with Mitigation Incorporated:

Potential Special-status Plants: The Special-status Plant Species Habitat Value Evaluation Table (NESMI Table 2, Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive plant species that have been documented within the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.

A total of 67 special-status plant species were evaluated for their potential to occur within the proposed project site. Of the 67 species evaluated, six special-status plants have the potential to occur: bent-flowered fiddleneck (*Amsinckia lunaris*) (California Rare Plant Rank [CRPR] 1B.2), Mt. Diablo fairy-lantern (*Calochortus pulchellus*) (CRPR 1B.2), Oakland star-tulip (*Calochortus umbellatus*) (CRPR 4.2), Franciscan thistle (*Cirsium andrewsii*) (CRPR 1B.2), western leatherwood (*Dirca occidentalis*) (CRPR 1B.2), and fragrant fritillary (*Fritillaria liliacea*) (CRPR

1B.2). There would be no decrease in the suitable habitat in the project footprint where these plant species could be established. The areas disturbed by construction would be re-seeded with a native seed mix after construction but would remain in a similar condition as marginally suitable habitat for these species. These species are discussed in further detail below.

Bent-flowered Fiddleneck

The bent-flowered fiddleneck is an annual herb found in cismontane woodland, coastal bluff scrub, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for bent-flowered fiddleneck. According to the CNDDDB, one recent occurrence was recorded within 1 mile of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that bent-flowered fiddleneck is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through June by the proposed project, to ensure that no significant impact to bent-flowered fiddleneck would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to bent-flowered fiddleneck and impacts would be less than significant under CEQA Guidelines.

Mt. Diablo Fairy-lantern

The Mt. Diablo fairy-lantern is a perennial bulbiferous herb found in chaparral, cismontane woodland, riparian woodland, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Mt. Diablo fairy-lantern. According to the CNDDDB, four occurrences were recorded within 10 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Mt. Diablo fairy-lantern is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between April through June by the proposed project, to ensure that no significant impacts to Mt. Diablo fairy-lantern would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Mt. Diablo fairy-lantern and impacts would be less than significant under CEQA Guidelines.

Oakland Star-tulip

The Oakland star-tulip is a perennial bulbiferous herb found in broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Oakland star-tulip. According to the CNDDDB, six occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Oakland star-tulip is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through May by the proposed project, to ensure that no significant impacts to Oakland star-tulip would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Oakland star-tulip and impacts would be less than significant under CEQA Guidelines.

Franciscan Thistle

Franciscan thistle is a perennial herb found in broadleafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Franciscan thistle. According to the CNDDDB, two

occurrences were recorded within 1 mile of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Franciscan thistle is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through July by the proposed project, to ensure that no significant impacts to Franciscan thistle would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Franciscan thistle and impacts would be less than significant under CEQA Guidelines.

Western Leatherwood

Western leatherwood is a perennial deciduous shrub found in broadleafed upland forest, chaparral, cismontane woodland, closed-cone coniferous forest, North Coast coniferous forest, riparian forest, and riparian woodland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for western leatherwood. According to the CNDDDB, several occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that western leatherwood is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between November through March by the proposed project, to ensure that no significant impacts to western leatherwood would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to western leatherwood and impacts would be less than significant under CEQA Guidelines.

Fragrant Fritillary

The fragrant fritillary is a perennial bulbiferous herb found in cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for fragrant fritillary. According to the CNDDDB, two occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that fragrant fritillary is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out by the proposed project to ensure that no significant impacts to fragrant fritillary would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to fragrant fritillary and impacts would be less than significant under CEQA Guidelines.

Special-status Wildlife: The potential for wildlife species to occur on the proposed project parcel was evaluated based on the presence of suitable habitats, and occurrences recorded by the CNDDDB in the general vicinity of the site, as well as a site survey conducted by a qualified Biologist. The Special-status Wildlife Species Habitat Value Evaluation (NESMI Table 2, Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive wildlife species that have been documented within the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.

A total of 44 special-status wildlife species were evaluated for their potential to occur within the BSA. Of the 44 species evaluated, three special-status wildlife species have the potential to occur: California red-legged frog (*Rana draytonii*), northwestern pond turtle (*Actinemys marmorata*), and Alameda whipsnake (*Masticophis lateralis euryxanthus*). These species are discussed in further detail below. Additionally, due to the presence of trees and the culverts, potential for special-status bat species were evaluated for their potential to occur. There were two special-status bat species that were evaluated: pallid bat (*Antrozous pallidus*) and Townsend's big-eared bat

(*Corynorhinus townsendii*). When analyzed for potential to occur, it was determined that while there is marginally suitable habitat present, there is low potential for these species to occur given the lack of visible evidence of bats such as guano and staining, and CNDDDB occurrences within 5-miles were over 60-years old.

California Red-legged Frog

California red-legged frog (CRLF) is listed under the federal Endangered Species Act as threatened and is a California Species of Special Concern (SSC). This species is found in lowlands and foothills in or near permanent sources of water with deep pooling features and dense, shrubby, or emergent riparian vegetation. The CRLF requires 11–20 weeks of permanent water for larval development and must have access to aestivation habitat. CRLF have been reported to disperse up to 1.7 miles from breeding habitat following the onset of fall/winter rainfall (Fellers and Kleeman 2007).

CRLF was not observed during the reconnaissance-level field survey. The project site contains riparian woodland and an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east. There was one occurrence recorded at the north edge of San Pablo Reservoir in 2008. There was one occurrence recorded approximately 1.5 miles southeast in 2007, within the dispersal distance of CRLF. There are many additional occurrences recorded within 5 miles of the project site. The project site does not overlap with final critical habitat designated for CRLF.

The project site does not contain critical habitat or provide breeding habitat for CRLF due to the lack of suitable deep aquatic habitat. Because of previous disturbances in the project site and the vicinity to a highly trafficked roadway combined with the overall biological composition, it is unlikely that this species would occur. However, the project site contains an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east of the BSA and marginally suitable riparian woodland to support this species. Given the recorded occurrence of CRLF approximately 1.5 miles southeast of the BSA and the presence of the riparian vegetated drainage that connects to San Pablo Reservoir, there is a potential for CRLF to utilize the areas in and around the BSA for in-stream and upland dispersal habitat after the onset of fall/winter rains. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to CRLF occurs (MM BIO-1b). Therefore, the proposed project would not adversely impact CRLF.

Northwestern Pond Turtle

Northwestern pond turtle (NWPT) is proposed as threatened under the federal Endangered Species Act and is a California SSC. This species nests in ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, and requires upland habitat for basking.

NWPT was not observed during the reconnaissance-level field survey. The project site contains riparian woodland and an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east. There was one occurrence of NWPT recorded in the San Pablo Reservoir in 1992. In addition, there has also been one occurrence recorded approximately 1.5 miles west in Anza Lake in 2016, and one occurrence recorded approximately 2 miles northwest in Jewel Lake in 1992.

The project site does not contain critical habitat or provide suitable breeding habitat due to the intermittent nature of the drainage within the site and a general lack of basking habitat due to overstory vegetation. Because of previous disturbances in the project site and the vicinity to a highly trafficked roadway combined with the overall biological composition, it is unlikely that this species would occur. However, the intermittent drainage connects to San Pablo Reservoir approximately 0.3 mile east and contains marginally suitable riparian woodland habitat to support this species. Given the recorded occurrence of NWPT within San Pablo Reservoir and the presence of the riparian habitat within the existing drainage that connects to San Pablo Reservoir, there is a potential for NWPT to utilize the areas in and around the site for in-stream and upland dispersal habitat. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to NWPT occurs (MM BIO-1c). Therefore, the proposed project would not adversely impact NWPT.

Alameda Whipsnake

The Alameda whipsnake (AWS) is listed as threatened under the federal Endangered Species Act and California Endangered Species Act. The AWS typically is found in chaparral and scrub habitats but will also use adjacent grassland, oak savanna, and woodland habitats. Specifically, mostly south-facing slopes and ravines, with rock outcrops, deep crevices or abundant rodent burrows, where shrubs form a vegetative mosaic with oak trees and grasses.

AWS was not observed during the reconnaissance-level field survey. The project site contains oak woodland and non-native annual disturbed grassland. There were three occurrences recorded within 1 mile of the BSA in 1999, 2000, and 2008. The project site overlaps with final critical habitat designated for AWS.

The project site does not contain chaparral or scrub habitats. The grassland and oak woodland present in the project site are subject to ongoing anthropogenic disturbance due to the adjacency to San Pablo Dam Road, Old San Pablo Dam Road, and dirt access roads, and therefore are unlikely to provide suitable habitat for the AWS. However, given the nearby recorded occurrences of this species and the overlap of Designated Final Critical Habitat for this species within the site, implementation of the measures described below would ensure that take of AWS is avoided. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to AWS occurs (MM BIO-1d). Therefore, the proposed project would not adversely impact AWS.

Nesting Birds

The Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code protect migratory birds, including their eggs, nests, and young. The majority of migratory birds that have the potential to nest within the project site are not special-status species and are regionally common. Nonetheless, the project would implement measures to avoid and minimize effects on active nests of migratory birds to comply with the MBTA and California Fish and Game Code. Several avian species covered under the MBTA and California Fish and Game Code have the potential to nest within or adjacent to the project site. Avian species observed during the reconnaissance-level field survey that have the potential to nest within, or within disturbance distance of the BSA include oak titmouse (*Baeolophus inornatus*), Anna's hummingbird (*Calypte anna*), brown creeper (*Certhia americana*), hairy woodpecker (*Dryobates villosus*), western flycatcher (*Empidonax difficilis*), dark-eyed junco (*Junco hyemalis*), orange-crowned warbler (*Leiothlypis celata*), acorn woodpecker (*Melanerpes formicivorus*), California towhee (*Melospiza crissalis*), chestnut backed

chickadee (*Poecile rufescens*), bushtit (*Psaltriparus minimus*), black phoebe (*Sayornis nigricans*), white-breasted nuthatch (*Sitta carolinensis*), lesser goldfinch (*Spinus psaltria*), tree swallow (*Tachycineta bicolor*), Bewick's wren (*Thryomanes bewickii*), warbling vireo (*Vireo gilvus*), and others. No active nests were observed during the reconnaissance-level field survey. There is suitable nesting habitat within the project site, specifically in the form of trees that could be impacted during construction-related activities. Trees would be removed to support the culvert replacement and temporary impacts due to construction noise and vibration disturbance have potential to occur. However, all trees removed would be replanted after construction-related activities have ceased. While there is potential for birds to nest within the project site during the nesting season, implementation of MM BIO-1e described below would ensure that impacts would be less than significant.

Potential Impacts:

Implementation of the following mitigation measures would bring potential project-related impacts on biological resources and aquatic organisms to less than significant levels:

MM BIO 1a Protocol-level Special-status Plant Survey: Implementation of the following measures would ensure avoidance of impacts on special-status plant species:

A qualified Biologist shall conduct special-status plant survey(s) within the Biological Study Area (BSA) before the onset of work activities as determined by the California Department of Fish and Wildlife (CDFW) and East Bay Municipal Utility District (EBMUD). Surveys shall be conducted in a manner which maximizes the likelihood of locating special-status plants that may be on-site. Surveys shall be timed within the early, mid, and late season to capture the local blooming period of the target special-status plant species. If any special-status or EBMUD-monitored plant species are detected, construction activities shall not be allowed to commence until consultation with EBMUD and CDFW has occurred, as needed.

MM BIO 1b Worker Environmental Awareness Program: Before any activities begin on the project, a qualified Biologist shall provide a Worker Environmental Awareness Program (WEAP) for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS); their habitat; the regulatory protections afforded for these species; the general measures that are being implemented to conserve them as they relate to the proposed project; and the boundaries within which project activities may be accomplished.

MM BIO-1c Exclusion Fencing or Temporary Silt Fencing: Prior to project work activities, wildlife exclusion fencing shall be installed around the perimeter of the development footprint in a manner that will prevent California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS) from entering the project impact areas. A qualified Biologist shall be present during the installation of the wildlife exclusion fencing. The barrier fencing shall be removed within 72 hours of completion of work. The location and design of the fence shall be approved by a qualified Biologist, and the qualified Biologist shall also be present on-site to monitor installation until the

exclusion fence is complete. At a minimum, the exclusion fencing shall be at least 3 feet high and the lower 6 inches of the fence shall be buried in the ground to prevent animals from crawling under. The remaining 2.5 feet shall be left above ground to serve as a barrier for animals moving on the ground surface. Fencing shall be installed and maintained in good condition during all construction activities and shall be inspected and maintained daily until the completion of project construction.

MM BIO-1d **California Red-legged Frog Mitigation:** Implementation of the following measures would ensure avoidance of impacts on California red-legged frog (CRLF):

Work Restriction: To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when CRLF are the least active. If project activities are proposed outside of the work restriction period, consultation with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.

Pre-Construction Survey: A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to CDFW. If any life stage of the CRLF is detected, construction activities shall not be allowed to commence until consultation with USFWS has occurred.

Revegetation: Areas disturbed by the project shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless CDFW and the project applicant determine that it is not feasible or practical.

MM BIO-1e **Northwestern Pond Turtle Mitigation:** Implementation of the following measures would ensure avoidance of impacts on the northwestern pond turtle (NWPT):

Pre-construction Survey: A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to the California Department of Fish and Wildlife (CDFW). If any life stage of the NWPT is detected, construction activities shall not be allowed to commence until consultation with the CDFW and the United States Fish and Wildlife Service (USFWS) has occurred.

Revegetation: Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas

disturbed by activities associated with the project unless the CDFW, the USFWS, and the project applicant determine that it is not feasible or practical.

MM BIO-1f

Alameda Whipsnake Mitigation: Implementation of the following measures would ensure avoidance of impacts on the Alameda whipsnake (AWS):

Work Restriction: To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when AWS is more active and capable of moving away from proposed construction activities. If project activities are proposed outside of the work restriction period, consultation with California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.

Pre-Construction Survey: A qualified Biologist shall survey the project site within 24 hours prior to the initiation of construction-related activities for AWS and present survey results to the County, for submittal to the CDFW. If an individual is detected during the pre-construction survey, they shall be relocated to suitable habitat outside the project's impact areas (with approval from the USFWS as appropriate).

Construction Monitoring: A qualified Biologist(s) will be present during any construction activities that could, in the Biologist's opinion, potentially result in take of individual AWS. The Biologist(s) shall have the authority to stop any work that may result in take of this species. The on-site Biologist shall be the contact for any employee or Contractor who might inadvertently kill or injure an AWS or anyone who finds a dead, injured, or entrapped individual of any of these species. If an AWS is observed within the work area during project activities, all work that could result in the injury or death of the individual shall stop immediately and the qualified Biologist shall be immediately notified. The animal shall be allowed to leave the work area of its own volition. If it does not leave the area of its own volition, the CDFW shall be contacted to determine next steps. No individual of any of these species shall be handled without prior approval from the CDFW or USFWS.

Avoidance of Entrapment: To prevent inadvertent entrapment of AWS during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or other suitable material, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. All pipes, culverts, or similar structures stored overnight shall be inspected before they are subsequently moved, capped, and/or buried. If at any time wildlife is discovered, the approved Biologist shall be contacted to determine the next steps.

MM BIO-1g

Migratory Bird Mitigation: Implementation of the following measures would ensure avoidance of impacts on migratory birds:

Avoidance of Nesting Season: To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.

Pre-Construction Surveys for Active Nests: If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) and survey results presented to the County, for submittal to the California Department of Fish and Wildlife (CDFW).

Buffer zone for Active Nests: If an active nest is located during pre-construction surveys, a qualified Biologist, in consultation with the CDFW, shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species, ~~and~~ a 500-foot no-disturbance buffer around active nests of ~~non-listed~~ smaller raptors such as accipiters, a 1,000-foot no-disturbance buffer around active nests of large raptors such as buteos, and up to a 1-mile no-disturbance buffer around active nests of bald and golden eagles if visible from the project site.

A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. In consultation with CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance. The buffer zone shall be maintained around the active nest site(s) until the **qualified Biologist has determined that the nesting attempt is complete**. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with the CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged, or nests fail due to other natural causes.

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

Less Than Significant with Mitigation Incorporated: Habitats are considered sensitive when they are either restricted in distribution, support sensitive species within the region, or are subject to regulatory protections at the federal, State, or local level. The project site contains three open and vegetated intermittent and ephemeral channels (with four segments consisting of culvert pipes and one segment consisting of an open cement culvert/flume), that conveys flows into San Pablo Reservoir. The channels are flanked by riparian woodland habitats on both the upstream and downstream ends of the culvert pipes.

The existing coast live oak-California bay woodland, California Bay-bigleaf maple riparian woodland, and arroyo willow woodland riparian are regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the

Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Permits will be obtained from CDFW (Streambed Alteration Agreement) and Regional Water Quality Control Board (RWQCB) (Water Quality Certification), and United States Army Corps of Engineers (USACE) Nationwide Permit (NWP). Permit requirements will be followed to minimize impacts to water quality and riparian habitats. Temporary impacts to the riparian habitat will be minimized through implementation of MM BIO-2a, MM BIO 2b, and MM BIO-2c. It should be noted that the County is currently obtaining the required CDFW, RWQCB, and USACE permits; however, final permits have not yet been awarded by their respective regulatory agencies. Additionally, temporary and permanent impacts would be addressed by post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with native trees and a mix of native seeds that are ecologically appropriate for the site. Potential project-related impacts to sensitive natural communities and jurisdictional features are further discussed below.

Waters of the United States and State

A preliminary Aquatic Resources Jurisdictional Delineation was conducted on September 19, 2024. No potential wetlands were present on-site. Potential jurisdictional waters are summarized in Table 3 below:

Table 3: Summary of Aquatic Resources Within the Project Site

Type	Segment ID	Length (linear feet)	OHWB Width (feet)	Area (square feet)	Area (acre)
Open Intermittent Drainage Segment	1-1	87	1	87	0.002
Open Ephemeral Drainage Segment	1-1A	30	1	30	0.0007
Open Ephemeral Drainage Segment	1-1B	26	1	26	0.0006
Sum Open Drainage Segments	—	143	N/A	143	0.0033
Closed Culvert Segment	1-2A	205	2	410	0.01
Closed Culvert Segment	1-2B	205	2	410	0.01
Closed Culvert Segment	1-2C	270	1	270	0.01
Open Culvert Segment	1-3	25	2	50	0.001
Closed Culvert Segment	1-4	12	1	12	0.0003
Sum Culvert Segments	—	717	N/A	1,152	0.0313
Sum All Potentially Jurisdictional Waters	—	860	N/A	1,295	0.0346

Notes:
OHWM = ordinary high water mark

Potential waters of the United States include intermittent and ephemeral drainages with a total length of approximately 87 linear feet (87 square feet) (0.002 acre). Potential waters of the State include intermittent drainages with a total length of approximately 855 feet, 1,284 square feet (0.0346 acre). The proposed project would permanently impact a total of approximately 13 square feet of intermittent drainages, 3 square feet of ephemeral drainages, and 296 linear feet of underground culvert segments. Additionally, the proposed project would temporarily impact a total of approximately 74 square feet of intermittent drainages, 53 square feet of ephemeral

drainages, and 714 linear feet of underground culvert segments. Additionally, any impacts on drainage channels and associated tree removal within the existing riparian vegetation are expected to be regulated by the CDFW pursuant to the Streambed Alteration Program, California Fish and Game Code Section 1602, *et seq.* and would be replaced as a part of the proposed restoration plan. The existing aquatic features and riparian vegetation fall under protection of the CDFW, RWQCB, and USACE. The project applicant must consult with each regulatory agency, respectively, to address the proposed impacts to protected waters and associated riparian vegetation. Permit requirements will be followed to minimize impacts to water quality and potentially jurisdictional water features. With implementation of MM BIO-2a through MM BIO-2d outlined below, impacts to jurisdictional features and sensitive natural communities would be reduced to a less than significant level under CEQA.

All riparian woodland habitats are generally regarded as sensitive natural communities. Three sensitive natural communities as identified by the CDFW California Natural Communities List include: coast live oak-California bay woodland, California bay-bigleaf maple riparian woodland, and arroyo willow riparian woodland. The impact of the proposed project to these communities are further detailed below.

Coast Live Oak-California Bay Woodland

The upland portions of the BSA, including the staging area, consist of coast live oak-California bay woodland. The proposed project would permanently impact approximately 52 square feet of coast live oak-California bay woodland and temporarily impact an additional 0.08-acre for site access and potential staging (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road includes the removal of approximately five trees located in the coast live oak-California bay woodland, north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Areas temporarily impacted for site access and staging would readily recover post-construction, in addition to the replacement of removed trees within the BSA during the project-related restoration. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing coast live oak-California bay woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The California bay-bigleaf maple riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including coast live oak-California bay woodland, would be reduced to a less than significant level under CEQA.

California Bay-Bigleaf Maple Riparian Woodland

The portion of the BSA surrounding the north end of the underground culvert and open paved culvert segment consists of California bay-bigleaf maple riparian woodland. The proposed project would permanently impact 226 square feet of California bay-bigleaf maple riparian woodland and temporarily impact 0.02 acre, none of which is associated with staging-related activities (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road includes the removal of approximately four trees located in the California bay-bigleaf maple

riparian woodland, north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing California bay-bigleaf maple riparian woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The California bay-bigleaf maple riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community.



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



Figure 6
Vegetation and Land Cover Impact Map

Additionally, MM BIO-1b and MM BIO-1c address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including California bay-bigleaf maple riparian woodland, would be reduced to a less than significant level under CEQA.

Arroyo Willow Riparian Woodland

The portion of the BSA surrounding the south end of the underground culvert segment consists of arroyo willow riparian woodland. The proposed project would permanently impact 0.01-acre/306 square feet of arroyo willow riparian woodland and temporarily impact 0.19 acre, none of which is associated with staging-related activities (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road include the removal of approximately four trees located in the California bay-bigleaf maple riparian woodland north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing arroyo willow riparian woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The arroyo willow riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Additionally, MM BIO-1b and MM BIO-1c address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including arroyo willow riparian woodland, would be reduced to a less than significant level under CEQA Guidelines.

Potential Impacts:

Implementation of MM BIO-1d and MM BIO-1e and the following mitigation measures (MM BIO-2a through MM BIO-2d) would bring potential project-related impacts on sensitive natural communities to less than significant levels:

MM BIO-2a Obtain Approval of and File Notification of Streambed Alteration Agreement Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with California Department of Fish and Wildlife (CDFW) and obtain and file a notification of a Streambed Alteration Agreement, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any riparian corridor. If required, the applicant shall implement all mitigation measures imposed by the CDFW related to the subject Streambed Alteration Agreement, which may include but not be limited to the implementation of erosion and bank stabilization measures, riparian habitat enhancement, and/or restoration and revegetation of the stream corridor habitat as determined by the CDFW.

MM BIO-2b Obtain Approval of and File Notification of Section 401 Permit Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with the Regional Water Quality Control Board (RWQCB) and obtain and file a notification of a Section 401 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the RWQCB related to the subject Section 401 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation, stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the RWQCB.

MM BIO-2c Obtain Approval of and File Notification of Section 404 Permit Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with the United States Army Corps of Engineers (USACE) and obtain and file a notification of a Section 404 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the USACE related to the subject Section 404 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation (if deemed necessary during the USACE consultation process), stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the USACE.

MM BIO-2d Compliance with Arborist Report Tree Preservation Measures

Trees proposed for preservation shall be protected in accordance with the Tree Preservation Measures outlined in the project-specific arborist report. The County, Contractor, and all site personnel must adhere to these Tree Preservation Measures throughout all phases of construction, including grading, trenching, and material storage. Preservation measures include, but are not limited to protective fencing, root zone safeguards, and other specified actions that shall be installed and/or maintained by qualified personnel to prevent construction-related damage to preserved trees on-site.

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

No Impact: The USACE and the United States Environmental Protection Agency (EPA) are two of the primary federal agencies which enforce the Clean Water Act and administer the associated permitting program. As such, these agencies define wetlands as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Under Section 404 of the Clean Water Act (CWA), the USACE regulates the discharge of dredged or fill material into waters of the United States. Waters of the United States include navigable and interstate waters, tributaries, impoundments, and adjacent wetlands with a continuous surface connection, with USACE jurisdiction typically extending to the ordinary high water mark (OHWM). Wetlands indicators include hydrophytic vegetation, hydric soils, and hydrology, with continuous surface connection to a traditional navigable water (TNW). Under Section 401 of the CWA, the RWQCB defines waters of the State as any surface water or groundwater, including rivers, lakes, streams, wetlands, and other water bodies, whether navigable or not and may include features not regulated as waters of the United States, such as isolated wetlands or ephemeral drainages.

According to the field survey conducted by FCS, the subject property does not contain wetlands that may be considered jurisdictional by USACE, the EPA, the CDFW, or the RWQCB because the site lacks evidence of all three parameters (wetland soils, hydrology, and vegetation) that are used to indicate wetlands. Discussion of other jurisdictional non-wetland aquatic features, including waters of the United States and waters of the State, are analyzed in checklist question (b) above. Thus, the proposed project would have no substantial adverse effect on a federally protected wetland.

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

Less Than Significant with Mitigation Incorporated: Based on the Essential Connectivity Areas geospatial data set, which uses habitat modeling to identify areas of land with value as wildlife corridors, the project site is defined as having limited connectivity opportunities. The site is also adjacent to developed land that is also defined as having limited connectivity opportunities. The project site provides minimal habitat connectivity for local wildlife, as the majority of the site constitutes either a developed two-lane road or disturbed riparian woodland surrounding the road. Therefore, the proposed project would not impact wildlife movement corridors.

The project site does not contain native wildlife nursery sites. No significant breeding/nesting colonies were observed during the field survey. However, individual nesting birds have the potential of being present on-site, during nesting seasons. Potential impacts to individual nesting birds are addressed through the implementation of MM BIO-1e. As such, impacts to wildlife nursery sites would be less than significant with implementation of MM BIO-1e.

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

Less Than Significant Impact with Mitigation Incorporated: An Arborist Report was produced for the proposed project by an FCS Arborist (International Society of Arboriculture Certified [ISA] Certification ID: WE-15232A) in September 2025 (Appendix B). Contra Costa County provided FCS with a preliminary tree inventory and associated diameters at breast height (DBHs) based on a tree survey conducted by the County in April 2025. It was requested that an FCS Arborist verify the preliminary April 2025 tree inventory and measurements, as well as evaluate all tree species, size (i.e., height, crown), and condition, with a DBH of 6.5 inches or greater within the proposed project grading limits. The FCS Arborist performed a supplemental arborist survey of existing trees on the project site on August 28, 2025.

An ISA-Certified Arborist evaluated a total of 31 trees located within the BSA, including 27 trees that were assessed as being within the proposed grading limits and four proposed for preservation. Tree species present in the non-developed portions of the project site include, but are not limited to, coast live oak, California bay, and arroyo willow. The County proposes to preserve approximately four trees within the BSA and remove approximately 27 trees, within grading limits. The project site contains County-protected tree species, with a DBH of 6.5 inches or greater, as defined by local Municipal Code Chapter 816-6 – Tree Protection and Preservation Ordinance, that typically fall under County tree regulations. However, County Public Works Department projects are considered exempt from the local ordinance and therefore are not subject to local tree regulations. Therefore, the proposed project would not conflict with any local ordinances protecting biological resources, including trees.

Although the proposed project is exempt from the local tree ordinance, the County proposes to revegetate areas through implementation of MM BIO-1b and MM BIO-1c, which address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Additionally, adherence to MM BIO-2a and MM BIO-2d would reduce potential construction-related impacts to trees proposed for removal and/or preservation, that fall within the on-site riparian woodland, under protection of the CDFW. The project applicant must consult with the CDFW and the RWQCB, to address the proposed impacts to protected waters and associated riparian vegetation. Therefore, through adherence to MM BIO-1b, MM BIO-1c, and MM BIO-2a and MM BIO-2d listed above, any potential impacts due to project development would be further reduced to less than significant levels.

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

No Impact: 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 not located within an area of Contra Costa County that is covered by the ECCC HCP/NCCP. Thus, the proposed project would not conflict with any conservation plan.

Sources of Information

California Department of Fish and Wildlife (CDFW). 2025. California Natural Diversity Database RareFind 5, California Natural Diversity Database Query for Special-Status Species. Website: map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed March 11, 2025.

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California State Water Resource Control Board (State Water Board). 2021. State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. Website: https://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/2021/procedures.pdf. Accessed March 20, 2025.

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East Contra Costa County Habitat Conservancy. 2020. Correspondence: Proposed project, County File Number DP20-3011. Agency Comment Response Letter. June.

FirstCarbon Solutions (FCS). 2025. Draft Natural Environment Study (Minimal Impacts). Prepared for Contra Costa County. April.

Fellers and Kleeman. 2007. California red-legged Frog Movement and Habitat Use. *Journal of Herpetology*, Volume 41, No. 2: 276–286.

United States Fish and Wildlife Service (USFWS). 2025. Information for Planning and Consultation (IPaC). Website: ecos.fws.gov/ipac/. Accessed March 20, 2025

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

SUMMARY:

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

No Impact: Historical resources in this context refer to the built environment, mainly buildings and structures over 45 years in age that may be eligible for inclusion on the California Register of Historical Resources (CRHR). The CRHR includes the National Register of Historic Places (NRHP), as well as some California Historical Landmarks and Points of Historical Interest. The records search conducted at the Northwest Information Center (NWIC) on July 23, 2025, did not identify any historic era built environment resources within the 0.5-mile search radius, nor within the proposed project boundaries. Additionally, the August 1, 2025 pedestrian survey failed to identify any historical resources within the project boundaries. Thus, the proposed project would not cause a substantial adverse change to historical resources, and no mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated: Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

Records search results from the NWIC indicate that six (three pre-contact and three pre-contact/historic) archaeological resources have been recorded within the 0.5-mile search radius, none of which are located within the project site boundaries. Additionally, the pedestrian survey conducted on August 1, 2025, did not identify any previously unidentified archaeological resources. All traversable areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or pre-contact resources. Ground visibility was less than 20 percent due to overgrown foliage; additionally, the project site is immediately adjacent to San Pablo Dam Road. Therefore, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features,

including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact.

As described further in Impact 18(b), the County conducted Tribal Consultation with the CVLN in order to agree to measures to mitigate or avoid a significant effect on a Tribal Cultural Resource (TCR). An agreement was reached, and consultation was concluded on August 20, 2025, after meetings to evaluate the potential presence of resources within the project site. Implementation of MM CUL-1, MM CUL-2 and MM CUL-3 would ensure that this potential impact is reduced to a less than significant level.

As such, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 with the implementation of MM CUL-1, MM CUL-2 and MM CUL-3. Impacts would be less than significant with mitigation incorporated.

Potential Impacts:

Implementation of the following mitigation measures would ensure that potential impacts from construction activities to archaeological resources, pursuant to Section 15064.5, would be reduced to less than significant levels.

MM CUL-1 Unanticipated Discovery of Cultural Resources:

- Contractor shall be notified of the possibility of encountering historic or archaeological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction.
- Prior to the initiation of construction activities, a qualified Archaeologist shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, project mitigation measures, and procedures to be followed with regard to historical, archaeological, and Tribal resources that may be encountered over the course of the project.
- Procedures for discovery include:
 - If potential archaeological or Tribal cultural materials are encountered during construction, the Contractor shall cease all ground-disturbing activities within a 100-foot radius of the find. The Contractor shall immediately notify the District Resident Engineer or their designated representative to request a qualified Archaeologist and Confederated Villages of Lisjan Nation (CVLN) representative to assess the nature and significance of the find. The Archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery.
 - If the finding(s) is not determined to be potentially significant, work may resume.
 - If the finding(s) is determined to be potentially significant, the Archaeologist in consultation with the Tribal representative shall develop a mitigation plan, which shall be implemented by the entity in accordance with State guidelines and in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the

resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for the Tribal Cultural Resources (TCRs) include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of Tribal resources and cultural items. No photography of resources is permitted.

- Any previously undiscovered resources found during construction within the Project Site shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required.

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

Less Than Significant With Mitigation Incorporated: While no formal cemeteries or areas containing human remains are known to be in the project site's vicinity, the possibility always exists that construction-related ground disturbance may uncover previously undiscovered human remains. In the unlikely event such a discovery is made, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.94 and Section 5097.98 must be followed. Additionally, implementation of MM CUL-2, which details inadvertent discovery procedures, would reduce potential impacts to previously undiscovered human remains to a less than significant level.

Potential Impacts:

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

MM CUL-2 Impact to Previously Undiscovered Human Remains

- In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance within 100 feet of the remains until the Contra Costa County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. At the same time, an Archaeologist shall be contacted to assess the situation.
- If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects.
- If the Confederated Villages of Lisjan Nation (CVLN) is designated as the MLD, the Tribe shall make every effort to recommend keeping ancestral

remains and funerary objects in situ and protected. If removal of burials is necessary, Tribal representatives shall work with the qualified Archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography, testing, or scientific study, destructive or non-destructive, shall be conducted on ancestral human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The Archaeologist shall prepare a report of all activities, including documenting methods and results as well as recommendations for the treatment of the human remains and any associated archaeological materials. The report shall be submitted to the District, the Northwest Information Center (NWIC), and the Tribe.

- Tribal representatives shall rebury the Native American human remains and associated funerary objects with appropriate dignity either: (1) in accordance with the recommendations of the MLD if available; or (2) in the project vicinity at a location decided upon between the CVLN representative and the County, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery is to be documented on California Department of Parks and Recreation (DPR) 523 forms and otherwise kept confidential and secure to prevent any further disturbance.

Sources of Information

Confidential records search results from the NWIC, NAHC Tribal correspondence and pedestrian survey photographs can be found in Appendix C.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY–Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact. The proposed project is a public infrastructure repair project involving trenchless culvert installation, grouting, concrete work, and roadway rehabilitation over approximately 115 working days in 2026. Energy usage would primarily occur during construction, with no long-term operational energy demands or usage expected beyond periodic maintenance typical of road infrastructure. Because this is a replacement and rehabilitation project (rather than new infrastructure), it avoids expansion-related operational emissions or energy demands.

Construction

The proposed project would result in temporary energy use during construction activities. Key sources of energy use during construction include diesel or gasoline fuel use for heavy equipment, transportation for hauling materials and workers to and from the site, and electricity or fuel use for concrete and grout mixing operations (if conducted on-site).

However, this energy use is considered typical for infrastructure repair projects of this scale and is not wasteful or inefficient for the following reasons:

- The proposed project would utilize trenchless methods (pipe ramming and jack and bore), which reduce surface disturbance, minimize material hauling needs, and require less intensive roadway demolition and reconstruction than open-cut methods.
- The use of modern construction equipment with more stringent emissions and fuel efficiency standards (pursuant to California Air Resources Board [ARB] regulations) would help limit unnecessary energy consumption. Furthermore, the construction process itself is already designed to be efficient to minimize additional fuel use. Construction would be short-term (approximately 115 working days) and scheduled to avoid extended periods of idling or redundant work.
- All trenchless and concrete work would be done in place, reducing the need for large-scale transport of soil or off-site prefabrication. There would be minimal soil import or export for soil piles generated by boring the new culvert, which would reduce fuel use associated with haul trips using heavy-duty vehicles.

- Energy use associated with worker commutes, equipment mobilization, and material deliveries is not unusual and would be minimized through proper planning and staging.

Operation

Post-construction, the proposed project would not be associated with ongoing energy use. Once complete, the culverts and rehabilitated road surface would not require ongoing energy use, apart from standard maintenance. No energy-consuming features such as street lighting, pumps, or mechanical systems are being installed.

The project would not result in wasteful, inefficient, or unnecessary energy consumption during construction or operation. The energy use is limited in duration, scope, and scale, and the construction methods are inherently more efficient than conventional alternatives, and impacts would be less than significant.

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

Less Than Significant Impact. The proposed project is located in unincorporated Contra Costa County. The analysis considers whether the proposed project would conflict with or obstruct the 2045 General Plan the CAAP, and the 2022 ARB Scoping Plan.

2045 General Plan and CAAP

Energy goals and policies are integrated into the 2045 General Plan and the CAAP. Initiatives include reducing vehicle emissions. Implementation of these initiatives would help promote energy efficiency and reduced energy use associated with the proposed project.

Consistency Analysis

The proposed project would rehabilitate existing transportation infrastructure, which supports the 2045 General Plan/CAAP by improving resilience and extending asset life without inducing growth or unnecessary fuel use. It uses energy-efficient construction methods (such as trenchless installation), minimizing material hauling and surface disturbance which supports Policy TR-2 Actions of the CAAP, which calls for increasing the use of zero-emission vehicles. By replacing aging, failed infrastructure, the proposed project also supports adaptation to climate change. Overall, the proposed project would not add new, permanent energy-consuming infrastructure, and avoids expanded road capacity or traffic-inducing features, thus consistent with GHG and energy reduction goals of the 2045 General Plan/CAAP as described above.

2022 Scoping Plan

The 2022 ARB Scoping Plan outlines how the State will achieve carbon neutrality by 2045, including strategies to reduce energy demand, electrify equipment, and decarbonize infrastructure projects.

Consistency Analysis

The proposed project would involve short-term energy use during construction, which is typical and minimal compared to energy-intensive industrial or operational projects. Use of modern, emissions-compliant equipment and avoidance of unnecessary material transport or disturbance is consistent with ARB strategies for efficiency and emission reduction. Furthermore, as described

above, the proposed project would not result in wasteful or inefficient energy use, which is inherently consistent with the 2022 Scoping Plan.

The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Sources of Information

Contra Costa County. 2045 General Plan. 2024. November. Website:

<https://www.contracosta.ca.gov/4732/General-Plan>. Accessed August 12, 2025.

Contra Costa County. 2024. Climate Action and Adaptation 2024 Update. November. Website:

<https://www.contracosta.ca.gov/DocumentCenter/View/84967/Contra-Costa-County-2024-Climate-Action-and-Adaptation-Plan-PDF?bidId=>. Accessed November 12, 2025.

California Air Resources Board (ARB). 2022 Scoping Plan. November. Website:

https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed August 12, 2025.

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

SUMMARY:

- a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

No Impact. Surface rupture occurs when strong seismic shaking causes an active fault to offset and break through the surface. Because of the threat surface rupture poses to structures directly located on, or in proximity to active fault lines, the State of California established regulatory zones under the Alquist-Priolo Earthquake Fault Zoning Act of 1972 directly around active fault lines capable of producing surface rupture.

The project site is not located on, or in direct proximity to an active fault line delineated as a Special Study Zone. The closest active fault line is the Hayward Fault located approximately 2.2

miles west of the project site where the risk of surface rupture is negligible. Since the project site is not situated on or in direct proximity to an Alquist-Priolo Earthquake Fault, the construction activities and operation associated with the proposed project would not directly or indirectly risk the loss or injury of individuals from rupture of a known earthquake fault. Therefore, the proposed project would have no impact pertaining to substantial adverse effects involving the rupture of a known earthquake fault.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. Seismic ground shaking is caused by the sudden movement along active fault lines resulting in the release of stored energy in the form of seismic waves. The intensity of ground shaking depends on many factors including subsurface conditions beneath the project site, distance from the epicenter, depth of the hypocenter, the direction of surface rupture, and the strength of building materials. The project site is located within the San Andreas Fault System consisting of many major northwest striking right lateral strike-slip faults and other lesser-known faults. The closest major fault line is the Hayward Fault located approximately 2.2 miles west of the project site.

Since the project site is in a seismically active region, there is a potential for strong seismic shaking to occur. Development of the proposed project would include the use of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported, such as in the event of ground shaking, and will stabilize compromised soils. Construction of the proposed project would involve the use of a pneumatic hammer that could cause seismic shaking. However, seismic shaking as a result of proposed project construction would be temporary. Proposed project operations would not involve uses related to seismic ground shaking. The proposed project would not construct any buildings that could expose individuals to the risk of injury or loss from strong seismic shaking. Completion of the proposed project would result in similar infrastructure as existing conditions. Therefore, impacts would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact With Mitigation Incorporated. Liquefaction is a secondary hazard generated from strong seismic shaking that occurs in loose water-saturated sandy soils with a shallow water table. Strong seismic shaking causes the water table to temporarily pull aggregates apart, turning soils from a solid into a liquid-like state and may cause the subsidence or tilting of structures and utilities to rise to the surface. Areas susceptible to liquefaction are mapped as regulatory zones by the California Geological Survey (CGS) under the Seismic Hazard Mapping Act.

According to the Department of Conservation's CGS Earthquake Zones of Required Investigation, the project site is located within a Liquefaction Zone of Required Investigation. As such, the repair of the culvert system and the roadway could be susceptible to liquefaction if not designed properly. A Geotechnical Report and supplemental materials were produced for the proposed project by BSK Associates in 2024 (Appendix D). Appendix D contains recommendations to address seismic-related ground failure, such as conducting deeper foundation excavations if loose or soft soil is encountered. Appendix D recommends retaining a Certified Engineering Geologist (CEG) to monitor proposed project construction. As such, MM GEO-1 would be incorporated as part of the proposed project to ensure existing soil conditions and applicable recommendations are consistent with those included in Appendix D.

Furthermore, the proposed project would not develop any structures intended for occupancy that could expose individuals to seismically induced liquefaction. Since the proposed project would incorporate MM GEO-1, and completion of the proposed project would be similar to already existing conditions, the proposed project would not result in the injury or loss of individuals from seismically induced liquefaction. Therefore, the proposed project would have a less than significant impact with mitigation pertaining to seismically induced liquefaction.

Potential Impact:

Ground disturbance during the proposed project's construction phase has the potential to contribute to seismic-related ground failure. The following mitigation measure will ensure that design recommendations from the Geological and Geotechnical Investigation Report will be adequately applied during development of the proposed project.

MM GEO-1 Soil Condition Monitoring: A Geologist under the supervision of a Certified Engineering Geologist (CEG) working for the Geotechnical Engineer-of-Record, and approved by the Contra Costa County Department of Conservation and Development prior to issuance of any construction permit, shall be retained for construction of the proposed project. The CEG shall monitor for soil stability prior to and during all excavations and earthwork activities for construction of the proposed project. The CEG shall evaluate the applicability of the recommendations presented in the Geological & Geotechnical Investigation Report by BSK Associates to the subsurface conditions encountered. If required, the CEG shall recommend appropriate changes in design or construction procedures if conditions differ from those outlined in the report.

iv) *Landslides?*

Less Than Significant Impact With Mitigation Incorporated. Landslides are the downslope movement of earthen materials that are typically located on steep slopes comprised of weak soils and rock that can be generated from strong seismic shaking. The project site is located on relatively steep terrain consisting of an approximate 45-foot elevation gain from Old San Pablo Dam Road from the east to San Pablo Dam Road to the west. The General Plan Health and Safety Element identifies the project site as being within an area having significant slopes with past landslide activity. The project site is also in direct proximity to Landslide Zones of Required Investigation by the CGS. As such, the repair of the culvert system and roadway could be susceptible to seismically induced landslides if not designed properly.

A geotechnical report and supplemental materials were prepared for the proposed project and are included in Appendix D. Appendix D includes design recommendations to reduce impacts pertaining to weak soil conditions that could induce landslides. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the utilization of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Grouting would also assist in stabilizing compromised soils between the culvert system and roadway surface. These recommendations would be implemented appropriately with the incorporation of MM GEO-1. In addition, the proposed project would not construct any structures intended for occupancy that could expose individuals to seismically induced landslides. Moreover, according to Appendix D, no landslides have been previously recorded on the project site. Since the proposed project would

incorporate MM GEO-1, and completion of the proposed project would be similar to already existing conditions, the proposed project would not result in the risk of injury or loss of individuals from seismically induced landslides. Therefore, the proposed project would have a less than significant impact with mitigation related to seismically induced landslides.

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

Less Than Significant Impact: The proposed project would involve construction activities that could increase the rate and amount of soil erosion. While the proposed project disturbs less than one acre of soil and no Storm Water Pollution Prevention Plan (SWPPP) is required under the 2022 National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Construction General Permit, a Water Pollution Control Plan for compliance with County standards will be prepared prior to construction, which establishes stormwater pollution prevention measures for construction projects less than one acre in size through implementing good housekeeping BMPs to manage non-stormwater discharges. These measures include, but are not limited to, mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Lastly, the proposed project would be required to comply with General Plan Goals and Policies such as Policy PFS-A5.4, mandating programs for development projects along watercourses to include erosion control. Since the proposed project would be required to comply with State and local regulations on soil erosion, the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, the proposed project would have a less than significant impact on soil erosion and the loss of topsoil.

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

Less Than Significant Impact With Mitigation Incorporated: According to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the project site is located on the Altamont – Fontana Complex Soil Series which typically consists of a soil profile of clays and silty clay loam with residuum weathered from sandstone and shale as the parent material.

Landslides: As previously discussed above, the proposed project is on relatively steep terrain with an approximate 45-foot elevation gain. The CGS delineates a Landslide Zone of Required Investigation in direct proximity to the project site and the General Plan Health and Safety Element identifies the project area as previously experiencing landslide activity. Furthermore, the Altamont and Fontana Soil Series have properties that can generate medium to very rapid runoff that could result in a higher susceptibility to landslides. As such, although no landslides have been recorded on the project site, the proposed project could be located on unstable soils that could result in landslides. As discussed in Impact 7(a) above, Appendix D includes design recommendations to reduce impacts pertaining to weak soil conditions that could induce landslides. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the utilization of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project. Since design recommendations from the geotechnical report would be incorporated into the proposed project to prevent project generated landslides via MM GEO-1, the proposed project would not result in any on- or off-site landslides.

Therefore, impacts on project-induced landslides would be less than significant with mitigation incorporated.

Liquefaction: Soils susceptible to liquefaction are loosely consolidated sandy soils with a shallow groundwater table. The CGS delineates the project site within a Liquefaction Zone of Required Investigation indicating a shallow water table in recently deposited sands and silts that are likely associated with the intermittent drainage beneath San Pablo Dam Road. As such, the proposed project could be located beneath soils susceptible to liquefaction. Appendix D contains recommendations to address seismic-related ground failure, such as conducting deeper foundation excavations if loose or soft soil is encountered. Grouting would also assist in stabilizing compromised soils between the culvert system and roadway surface. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project to minimize potential hazards. Therefore, the proposed project would have a less than significant impact on project-induced liquefaction with mitigation incorporated.

Lateral Spreading: Lateral spreading is a phenomenon generated from liquefaction that occurs on nearly horizontal slopes with a soil profile comprised of coherent materials overlaying saturated and loose sediments. The project site is delineated within a Liquefaction Zone of Required Investigation by the CGS and is situated on steep terrain where some slopes may be nearly horizontal. As such, the project site may be in an area susceptible to lateral spreading. However, as previously described above, Appendix D contains recommendations to reduce impacts related to soil conditions. Appendix D recommends utilization of compaction grouting to assist in stabilizing compromised soils between the culvert system and roadway surface, along with contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project to minimize potential of project-induced lateral spreading. Therefore, the proposed project would not result in the instability of soils resulting in lateral spreading and impacts would be less than significant with mitigation incorporated.

Subsidence: Subsidence is the gradual and widespread sinking of the surface that can occur naturally through underlying soil conditions, or from the overexploitation of resources such as groundwater resulting in the compaction of sediments. Soils highly susceptible to natural subsidence are clays and silts, due to their shrink and swell potential. As such, the project site could be located on unstable soils susceptible to subsidence, or could generate subsidence from additional loading. Appendix D includes design recommendations to reduce impacts pertaining to underlying soil conditions that could contribute to subsidence. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the use of grouting to assist in stabilizing compromised soils between the culvert system and roadway surface. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project. Since the proposed project would incorporate MM GEO-1, the proposed project would not result in project-induced subsidence. Therefore, the proposed project would have a less than significant impact related to project-induced subsidence.

Collapse: Collapsible soils are soils having a structure with sand and silt sized particles held together by clay with high void ratios that reduce in volume from wetting or additional loading. Naturally occurring collapsible soil typically occurs in loosely unconsolidated materials either at the surface or at considerable depths and can be further exacerbated from additional sources of

wetting including alterations in stormwater runoff. However, the proposed project would improve stormwater infrastructure on the project site and would be designed in compliance with design recommendations of a project-specific geotechnical report. Since the proposed project would prepare a geotechnical investigation and report that would address soil stability and provide design recommendations to prevent collapse, the proposed project would not result in project-induced collapse. Therefore, the proposed project would have a less than significant impact related to project-induced collapse.

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

Less Than Significant Impact: Expansive soils are high plasticity clays or silty clays that experience significant volume changes with the removal or addition of moisture. As such, soils on the project site may have expansive capabilities. However, the proposed project does not involve the construction of any structures. Rather, it requires the repair of an existing culvert system and a segment of San Pablo Dam Road in a manner that would improve functioning of stormwater infrastructure and increase roadway safety along San Pablo Dam Road. As such, the proposed project would not create any direct or indirect risk to life or property generated from expansive soils, and the proposed project would have a less than significant impact pertaining to expansive soils.

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

No Impact: The proposed project would involve the replacement and repair of an existing culvert system and a segment of San Pablo Dam Road. No structures are proposed that would require the installation of a septic tank or alternative wastewater disposal system. As such, there would be no impact on septic tanks or alternative wastewater disposal systems.

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

Less Than Significant Impact With Mitigation Incorporated: Fossils are nonrenewable paleontological resources that consist of large or small identifiable vertebrate, or invertebrate, plant, or trace fossils that provide critical information for a range of scientific disciplines and require protection from impacts generated from development projects as mandated by federal, State, and local rules and regulations. Areas that have high paleontological potential for uncovering significant paleontological resources have a stratigraphy comprised of sedimentary formations temporally or lithologically suitable for the preservation of fossils such as fine-grained fluvial and marine sandstones and argillaceous paleosols, while areas of low potential have rock units comprised of basalt flows and colluvium. Furthermore, paleontological resources are usually found in areas consisting of a geomorphology of lower elevated areas where deposition historically occurred such as alluvium deposits associated with floodplains and basins.

Geologic mapping identifies the project site to be situated on the Orinda Formation that has previously yielded many plants and vertebrate fossils. A record search using the University of California Museum of Paleontology (UCMP) Locality Search Online Database was conducted to identify any potential fossil localities on or in proximity to the project site. Although the UCMP Locality Search Online Database does not provide the absolute location for its fossil localities,

each locality has a locality name that may provide the relative location of the fossil locality that can be used to determine its distance from the project site. A search for fossil localities in Contra Costa County within the Orinda Formation yielded 23 vertebrates including those from the Caldecott Tunnel, 14 invertebrates, and five microfossils. Locality names included San Pablo Ridge, San Pablo Creek Valley, and Wildcat Canyon.

Overall, the project site is situated on the Orinda Formation which consists of sedimentary deposits that previously underwent deposition and has yielded many fossil localities. As such, any excavation or ground disturbance at greater depths has the potential for uncovering significant paleontological resources. Therefore, construction activities from the proposed project would incorporate MM GEO-2, which requires a temporary halt in all ground-disturbing activities if potential paleontological materials are discovered. With the implementation of MM GEO-2, the proposed project would not directly or indirectly destroy a unique paleontological resource, and impacts would be less than significant.

Potential Impact:

Ground disturbance during the project's construction phase has the potential for disturbing previously unknown unique paleontological resources. In addition to the mitigation measures for Cultural Resources, the following mitigation measures will ensure that in the event unique paleontological resources are discovered, the proper actions are taken to reduce the adverse environmental impacts to unique paleontological resources to a less than significant level.

MM GEO-2 Paleontological Resource Discovery: Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), the County shall be immediately notified, and all earthwork within 100 feet of the materials shall be stopped immediately until a qualified Paleontologist is contacted and retained to evaluate the significance of the find. If the find is not significant, work may resume. If the find is potentially significant, the Paleontologist, in coordination with the County, would implement appropriate sampling, salvaging, identification, and reporting procedures consistent with California Public Resources Code 30244.

Sources of Information

California Department of Conservation. California Geological Survey (CGS). EQ Zapp: California Earthquake Hazards Zone Application. Website:
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https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT10P_UWOFLCO_DIV1010DR_CH1010-10NUAB_1010-10.202AB. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact. GHG emissions would occur during construction activities associated with implementation of the proposed project. GHG emissions would also come from the use of trucks transporting equipment and material to/from the site, and from the motor vehicles of the construction workers. GHG emissions were estimated using CalEEMod; detailed assumptions and outputs are available in Appendix A. Construction-related GHG emissions associated with the proposed project were estimated as 132 tons in total. The analysis assumes that construction would begin in 2026 and last approximately 115 working days. As vehicle and equipment fuel efficiencies and emission control standards continue to incrementally improve each year, construction emissions would be likely to decrease nominally and therefore, the GHG emissions estimated from construction of the proposed project represent a conservative assessment should the construction schedule move to later years.

The Bay Area Air District’s 2022 CEQA Guidelines do not propose a construction-related climate impact threshold. However, the California Governor’s Office of Land Use and Climate Innovation (LCI) supports the use of qualitative thresholds based on consistency with applicable regulations, plans, policies, and regulatory programs as a valid approach for evaluating GHG impacts under CEQA. This includes assessing whether a project aligns with State climate goals, local Climate Action Plans, standard conditions or ordinances, and other adopted frameworks for GHG reduction. When a project demonstrates such consistency, it provides substantial evidence that its incremental contribution to climate change is not cumulatively considerable and is therefore less than significant. Once the proposed project is complete, there will be no operational GHG emissions. The proposed project components include site preparation, demolition, grading trenchless culvert installation, grouting, concrete work, and roadway rehabilitation. Once this work is complete, the proposed project would not have any associated GHG emissions. Thus, in comparing against Bay Area Air District’s operational-related thresholds of significance for GHGs, there will be no natural gas use, no inefficient energy use and no Vehicle Miles Traveled (VMT) generated. There would be no parking, and therefore the electric vehicle (EV) infrastructure component of the GHG thresholds is not applicable.

Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The proposed project is located in Contra Costa County. The analysis considers whether the proposed project would conflict with or obstruct the CAAP adopted in 2024 and the 2022 ARB Scoping Plan.

Contra Costa County Climate Action and Adaptation Plan

The CAAP establishes a framework to reduce GHG emissions 40 percent below 1990 levels by 2030 and prepare for climate-related hazards. Overall, the proposed project aligns with the CAAP's initiatives, particularly those focused on infrastructure resilience and low-emission construction practices. Relevant initiatives include mitigating air quality impacts and minimizing vegetation loss and requiring revegetation with native species (NI-4 Actions). In addition, CAAP initiatives include working with contractors, fleet operations, logistics companies and other operators of heavy-duty vehicles to accelerate to zero-emission heavy-duty vehicles (TR-2 Actions). Overall, the proposed project's trenchless methods, revegetation plan, and storm-resilient culvert design support the County's climate adaptation priorities.

Furthermore, the CAAP focuses on reducing long-term operational emissions from land use, energy, and transportation. The proposed project would not result in new operational-related vehicle trips or buildings, would improve transportation infrastructure resilience, and would incorporate erosion control and revegetation methods. Therefore, the proposed project is consistent with the County's CAAP.

2022 Scoping Plan

The proposed project is consistent with the 2022 Scoping Plan, which outlines the State's strategy to reduce GHG emissions 85 percent below 1990 levels by 2045 and achieve net-zero emissions economy-wide by 2045. Specifically, the proposed project aligns with the 2022 Scoping Plan's emphasis on resilient infrastructure and climate adaptation, as identified in Chapter 4 (Carbon Neutrality) and Chapter 8 (Natural and Working Lands). By upgrading critical storm-damaged culverts and stabilizing the roadway to withstand future extreme weather events, the proposed project supports the 2022 Scoping Plan's goals of investing in climate-resilient infrastructure and reducing vulnerability to climate impacts (Climate Resilience). Use of trenchless construction methods are consistent with the 2022 Scoping Plan's support for low-emission construction practices.

Therefore, impacts related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant.

Sources of Information

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California Air Resources Board (ARB). 2022 Scoping Plan. November. Website: https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed August 12, 2025.

Bay Area Air Quality Management District (Bay Area Air District). 2022. 2022 CEQA Air Quality Guidelines. April. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed October 1, 2025.

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

SUMMARY:

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

Less Than Significant Impact:

During construction, construction vehicles will travel to and from the project site. Examples of construction vehicles include, but are not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure), pneumatic hammer, and a jack and bore machine would also be placed at each site. Dewatering equipment would be used, including, but not limited to: coffer dams, pumps, and bypass lines. This equipment may require the use of fuels and other common liquids that have hazardous properties (e.g., fuels, oils, fluids that are flammable) but they would be handled in small quantities that would not create a substantial hazard for construction workers and/or the public. Furthermore, the transportation, use, and disposal of

hazardous materials would be subject to federal and State regulations such as the Hazardous Materials Transportation Act, the California Health and Safety Code, and California Code of Regulations Title 8, which establish regulations on identifying, packaging, and labeling hazardous materials and waste, hazardous material safety training and supervision, and permit requirements for the transportation and disposal of hazardous waste.

Operation of the proposed project would require routine maintenance, similar to existing infrastructure throughout the County. The proposed project would not require routine transportation, use, or disposal of hazardous materials. Compliance with federal, State, and local hazardous materials regulations would minimize the risk to the public presented by these potential hazards during construction of the Project. Therefore, the proposed project would have a less than significant impact.

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

Less Than Significant Impact: As discussed above, construction of the proposed project would involve the temporary use of hazardous materials. Although there are numerous ways an accident can occur that could release hazardous materials into the environment, those that are reasonably foreseeable due to the nature of the proposed project would involve vehicles transporting hazardous materials and waste to and from the project site, where collisions could release hazardous materials or waste into the surrounding environment, or accidental exposure of construction workers through the misuse of hazardous materials on the project site.

However, use of construction-related hazardous materials would occur in compliance with established federal and State regulations, including the Hazardous Materials Transportation Act, Health and Safety Code, and California Code of Regulations Title 8. Specifically, California Code of Regulations Title 8 provides regulations on the identification, packaging, and labeling of hazardous materials and waste, employee safety training, and establishes procedures for identifying and evaluating workplace hazards such as conducting frequent inspections to ensure corrective action is taken. Therefore, following compliance with established regulations and policies, the proposed project would have a less than significant impact regarding release of hazardous materials into the environment.

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

No Impact: There are no schools located within 0.25 mile of the project site. The nearest school is the Wagner Ranch Elementary School located approximately 1.6 miles southeast of the project site. Additionally, no proposed schools are located within a quarter mile of the project site, as it is surrounded by undeveloped lands managed by the EBMUD for recreational and watershed management purposes. Since no existing or proposed schools are located within a quarter mile of the project site, the proposed project would not emit or handle hazardous materials or substances within a school and no impact would occur.

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

No Impact: The Cortese List is managed by the California Department of Toxic Substances Control (DTSC) and the California State Water Resources Control Board (State Water Board). The DTSC provides a list of hazardous waste facilities and sites subject to corrective action, while the State Water Board compiles a list of sites with Leaking Underground Storage Tanks (LUSTs), solid waste disposal sites with waste discharges outside their management unit, and sites with active cease and desist and cleanup and abatement orders. According to the Cortese List, the project site is not located on any hazardous materials sites from the types of sites listed above. Therefore, the proposed project would have no impact pertaining to hazardous materials sites.

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

No Impact: The project site is not located within 2 miles of a public airport or within the boundaries of an airport land use plan. The closest public airport is the Buchanan Field Airport located approximately 10.6 miles east of the project site. Therefore, the proposed project would not present any safety or noise hazards for people working in the project area and no impact would occur.

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

Less Than Significant Impact: The Contra Costa County 2024 Hazard Mitigation Plan is the applicable emergency response and evacuation plan for the County. The 2024 Hazard Mitigation Plan is compiled into the General Plan Health and Safety Element which identifies emergency response strategies and evacuation routes depending on the type and extent of the disaster. The General Plan Health and Safety Element distinguishes San Pablo Dam Road as a potential evacuation route. In addition, the proposed project is located within the Moraga-Orinda Fire Protection District, which strives to maintain an emergency response time of 6 minutes 90 percent of the time.

A traffic control plan would be prepared and approved prior to construction, which would ensure emergency vehicles would have access at all times. Roadwork phasing would ensure that one lane is open at all times.

Following construction, all obstructions would be removed to ensure the roadway is restored for safe and efficient travel. Since the proposed project would maintain access to emergency vehicles at all times; would maintain fire apparatus access road requirements; and the Moraga-Orinda Fire Protection District would be able to serve the project site within its established response time threshold in the event of an emergency, the proposed project would not impair or physically interfere with an emergency response or evacuation plan. Therefore, the proposed project would have a less than significant impact related to impairing or interfering with an emergency response or evacuation plan.

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

Less Than Significant Impact With Mitigation Incorporated: The California Department of Forestry and Fire Protection (CAL FIRE) designates State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs) into Moderate, High, or Very High Fire Hazard Severity Zones (FHSZs). The project site is located within a Very High FHSZ within a SRA. Although the proposed project would not develop any structures or affect residences or gathering places that could potentially be exposed to wildland fires, construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires. As such, the proposed project would incorporate MM HAZ-1 to reduce potential fire risk for construction workers, in turn mitigating potential for wildfire spread to surrounding areas. Lastly, Moraga-Orinda Fire Protection District Station 45 would be able to provide services to the project site within its established 6-minute response threshold for emergency situations. Since the proposed project would incorporate MM HAZ-1 and would be adequately served by the Moraga-Orinda Fire Protection District, impacts related to wildland fire exposure would be less than significant impact with mitigation incorporated.

Potential Impact:

The project site is located within a Very High FHSZ and construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires. The following mitigation measure will ensure that risks related to wildland fires are reduced to a less than significant level.

MM HAZ-1 Wildfire Safety Procedures: During project construction, staging and equipment/vehicle parking areas shall be cleared of dead vegetation that could serve as fuel for combustion. The clearing shall include vegetation trimming within a few inches of the ground. No grading shall take place as part of the vegetation clearing. Additionally, fire extinguishers will be kept on-site. If work is to be performed during the dry season, workers shall be informed of wildland fire risk and measures to prevent it via brochures and worker awareness training.

Sources of Information

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

SUMMARY:

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

Less Than Significant Impact: The project site is located within the San Pablo Hydraulic Planning Area, where surface waters in the watershed are diverted into the San Pablo Reservoir prior to being transferred northbound into the San Pablo Creek and conveyed into the San Pablo Bay. As previously discussed, the proposed project would implement construction activities such as demolition and excavation, and would utilize construction appliances such as diesel fuels, aggregates, concretes, and metals for the repair of an existing culvert system located in an intermittent drainage that directs water to the San Pablo Reservoir. As such, the proposed project would introduce dredged or fill material into the intermittent drainage and could discharge toxic pollutants into the San Pablo Reservoir resulting in potentially violating water quality standards. However, the proposed project would be subject to the CWA and would be required to request a Section 401 Certification from the San Francisco Bay San Francisco Bay RWQCB, who would evaluate whether the proposed project would be consistent with regional water quality objectives,

and obtain either an individual or general permit under Section 404 of the CWA through review by the USACE, where the applicant would demonstrate measures taken to minimize any discharges into streams or other surrounding water bodies. The proposed project is exempt from provision C.3 of the Municipal Regional Stormwater NPDES permit (MRP), because it is a road project that does not create any additional traffic lanes and creates less than 10,000 square feet of new impervious surface.

While the proposed project disturbs less than 1 acre of soil and no SWPPP is required under the 2022 NPDES Construction Stormwater Construction General Permit, a Water Pollution Control Plan for compliance with County standards would be prepared prior to construction including stormwater pollution prevention measures for construction projects less than 1 acre in size with implementation of good housekeeping BMPs to manage non-stormwater discharges. These BMPs would include, but are not limited to, mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Since the proposed project would implement a Water Pollution Control Plan, the proposed project would not substantially degrade surface or groundwater quality. Therefore, the proposed project would have a less than significant impact pertaining to surface and groundwater quality.

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

No Impact: The proposed project would not construct any groundwater wells or introduce any land uses requiring the extraction of groundwater. Furthermore, the proposed project would not introduce any new impervious surfaces that could interfere with groundwater recharge, as the project site largely consists of pervious surfaces including dense vegetated areas and the intermittent drainage, and any stormwater that accumulates on San Pablo Dam Road would be conveyed into the repaired concrete flume, directing water to the intermittent drainage and pervious surfaces. Since the proposed project does not require any groundwater extraction, and would not remove any pervious surfaces, the proposed project would not impede sustainable groundwater management of the basin, and no impact would occur.

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

- i) *Result in substantial erosion or siltation on- or off-site?*
- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site*
- iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- iv) *Impede or redirect flood flows?*

Less Than Significant Impact (i-iv): The proposed project would involve the repair of an existing culvert system beneath San Pablo Dam Road that allows water to convey through an intermittent drainage toward the San Pablo Reservoir. Construction activities would include demolition, excavation, grouting, and the removal of approximately 27 trees that could alter existing drainage patterns of the project area. However, the proposed project would comply with many applicable federal and State regulations, including Section 401 and Section 404 of the CWA.

As noted in Impact 10(a) above, the proposed project would disturb less than 1 acre of soil, and no SWPPP would be required under the 2022 NPDES Construction Stormwater Construction General Permit. However, a Water Pollution Control Plan for compliance with County standards would be prepared prior to construction. Specifically, the proposed project would utilize good housekeeping BMPs for construction projects such as mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Furthermore, the proposed project would not increase the impervious area or contribute runoff water that would exceed the capacity of the planned drainage system. The proposed project would repair the damaged culvert system through restoring previous hydraulic conditions and would further implement permanent erosion control measures and revegetation of any disturbed areas after construction is completed. Therefore, compliance with federal, State, and local rules and regulations would ensure that alterations would not generate erosion, higher runoff rates, or any on or off-site flooding hazards and impacts would be less than significant.

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

No Impact: The Federal Emergency Management Agency (FEMA) develops Flood Insurance Rate Maps (FIRMs) which delineate Special Flood Hazard Areas (SFHAs), being the land area covered by the floodwaters of a base flood, having a 1 percent chance of experiencing a flood that could equal or exceed historic levels in any given year. The project site is not delineated within a SFHA; the closest SFHA is approximately 0.1 mile east of the project site. Furthermore, the project site is not located in a tsunami hazard zone, as it is located inland and 390 feet AMSL. Although the project site is in proximity to the San Pablo Dam Reservoir, an enclosed reservoir that could be capable of generating a seiche, the project site is approximately 65 feet higher in elevation than the San Pablo Reservoir and as such, any waves generated from a seiche would not be anticipated to inundate the project site. Since the project site is not located in any flood hazard or tsunami hazard zone, and no waves generated by a seiche would be high enough to impact the project site, the proposed project would not risk the release of pollutants due to project inundation. Therefore, the proposed project would have no impact related to project inundation.

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

Less Than Significant Impact: The San Francisco Bay RWQCB Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) governs surface and groundwater quality in the region and outlines beneficial uses and water quality objectives to maintain those beneficial uses, including the San Pablo Reservoir. Although the project site is outside a groundwater basin, it drains into the Santa Clara Valley – East Bay Plain Subbasin, making the East Bay Plain Groundwater Sustainability Plan (GSP) the applicable groundwater sustainability plan that defines six undesirable results ranging from groundwater depletion to contamination, to ensure continued sustainability of the groundwater basin.

The proposed project would include demolition, excavation, concrete pouring, and tree removal that could increase surface runoff and discharge pollutants conflicting with the Basin Plan or GSP. However, the proposed project is required to comply with the CWA through obtaining a Section 401 Certification by the RWQCB and a Section 404 permit from the USACE. In addition, the proposed project would adhere to stormwater pollution prevention, under the NPDES

Construction General Permit, for projects disturbing less than one acre of land through implementing good housekeeping BMPs to prevent the discharge of stormwater pollutants.

The proposed project would not involve any groundwater extraction or add new impervious surfaces and would manage disturbed areas through revegetation and hydroseeding that would be similar to pre-project conditions. Therefore, the project would not influence any undesirable results that would conflict with the GSP. Since the proposed project would comply with federal and State regulations, would implement good housekeeping BMPs, and would not involve any uses that could interfere with groundwater levels, the proposed project would not conflict or obstruct implementation of the Basin Plan or East Bay Plain Subbasin GSP. Therefore, the proposed project would have a less than significant impact pertaining to water quality control and sustainable groundwater management plans.

Sources of Information

California Department of Conservation. Contra Costa County Tsunami Inundation Maps. Website: <https://www.conservation.ca.gov/cgs/Pages/Tsunami/Maps/ContraCosta.aspx>. Accessed August 13, 2025.

Central Valley Regional Water Quality Control Board (Central Valley RWQCB). The Water Quality Control Plan (Basin Plan). Website: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed August 13, 2025.

United States Department of Homeland Security. Federal Emergency Management Agency (FEMA) Flood Map Service Center (MSC). Website: <https://msc.fema.gov/portal/home>. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: The physical division of an established community would occur if construction of the proposed project would remove or impair any infrastructure that provides connection to an existing community. The proposed project would involve the repair of an existing culvert system and excavation of a segment of San Pablo Dam Road. Although the proposed project could temporarily impede the use of San Pablo Dam Road, no established community is located on or in proximity to the project site, as the surrounding area is undeveloped and managed by EBMUD for recreation and watershed management. As previously discussed in the Project Description, the project site is located in an area with a General Plan Land Use Designation of Resource Conservation (RC) that is intended for resource management and low-intensity agricultural and recreational uses within watersheds, reservoirs, or ecologically sensitive areas and allows for the construction and maintenance of public and semi-public infrastructure such as roads and drainage culverts, including the proposed project. Therefore, the proposed project would have no impact regarding physical division of an established community.

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

Less Than Significant Impact: As previously discussed, the project site and surrounding area are managed by the EBMUD for recreational and watershed management purposes and is designated by the General Plan as RC and zoned as A-80. Neither the RC Land Use designation nor the A-80 Zoning District allow the establishment of urban land uses. The proposed project would involve the repair of an existing culvert system and segment of San Pablo Dam Road and would not introduce any urban uses or structures that would conflict with existing or surrounding uses described in the RC and A-80 District. Rather, the proposed project would implement permanent erosion control measures and revegetation of native species that is consistent with the RC land use designation. Furthermore, the construction and maintenance of public and semi-public infrastructure such as roads and drainage culverts is consistent with the RC land use designation.

Since the proposed project would not introduce any structures or development inconsistent with the RC Land Use Designation and A-80 Zoning District, and on-site mitigation would occur through hydroseeding and native tree planting, the proposed project would not conflict with any

land use plans, policies, or regulations. Therefore, the proposed project would have a less than significant impact on land use plan, policy, or regulation consistency.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

Contra Costa County Code. Title 8 – Zoning. Website: https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: According to the General Plan, the project site is not located within an area containing known mineral resources that would be of value to the region or residents of the State. As stated above, neither the State Geologist nor the State Mining and Geology Board has classified the project site as containing mineral deposits which are either of Statewide significance or of significance which requires further evaluation. As such, no impact would occur.

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

No Impact: According to the General Plan, the project site is not within a locally important mineral resource recovery site. As a result, the proposed project would not result in the loss of availability of a locally important mineral recovery site. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact: A significant impact would occur if construction activities would result in the generation of a substantial temporary increase in ambient noise levels which would result in annoyance or sleep disturbance of nearby sensitive receptors. According to Policy HS-P14.7 of the General Plan Health and Safety Element, construction activities shall be limited to weekdays and non-holidays unless site-specific conditions warrant exceptions and should be commissioned to occur during normal work hours of the day.

While the County does not establish substantial temporary noise level increase thresholds for construction activities, this analysis uses the noise limits established by the Federal Transportation Administration (FTA) to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, a significant temporary increase would be an increase in excess of the average daily noise levels of 80 A-weighted decibel (dBA) equivalent noise level over an 8-hour time period ($L_{eq(8-hour)}$) as measured at a receiving residential land use and 85 dBA $L_{eq(8-hour)}$ as measured at a receiving commercial land use.

Short-term Construction Impacts

Construction is anticipated to last approximately 115 days. Construction is completed in phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in

the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by construction phase.

The site preparation and grading phases, which include excavation and grading of the project site, tend to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, excavators, backhoes, and front loaders. In addition, the project proposes to replace the two existing 72-inch corrugated metal pipes through pipe ramming with 66-inch steel casing pipes through the existing alignment. A pneumatic pipe ram would deliver percussive blows to the rear of the steel pipe, driving it forward.

Construction of the proposed project is expected to require the use of a variety of equipment, and the loudest piece of equipment would be the pneumatic pipe ram (ram hoe type equipment) which generates maximum reference noise levels of 90 dBA L_{max} at 50 feet. Other heavy construction equipment that could operate on the project site have reference noise levels of up to 85 dBA L_{eq} .

The closest noise-sensitive receptors to the proposed project site are single-family residential homes located east of the project site. The closest noise-sensitive receptor would be located approximately 3,600 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would potentially operate at the project site. At this distance and assuming no shielding reduction and simultaneous operation of the five loudest pieces of heavy construction equipment, reasonable worst-case construction noise levels would attenuate to 32 dBA L_{eq} at the façade of the nearest sensitive receptor. The reasonable, worst-case calculated 8-hour noise level would be 31 dBA $L_{eq(8-hour)}$, as measured at this nearest sensitive receptor. However, these reasonable worst-case construction noise levels would occur only periodically throughout the day as construction equipment operates along the nearest project boundaries. Furthermore, terrain and intervening structures block the line of sight and would eliminate potential noise impacts to this nearest sensitive receptor. The calculation spreadsheet with the detailed modeling assumptions is included in Appendix E.

The proposed project would comply with the County's limitations on construction activities to the hours of the day that are not noise-sensitive for adjacent land uses, to provide relative quiet during the more sensitive evening and early morning periods. Additionally, these calculated, conservative and worst-case construction noise levels would not exceed the FTA's threshold of 80 dBA $L_{eq(8-hour)}$ as measured at the nearest residential receptors. Therefore, the proposed project's construction activities would not result in noise impacts that could result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, temporary construction noise impacts would be less than significant.

Operational/Stationary Source Noise Impacts

A significant impact would occur if the project would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The proposed project involves improvements to the existing San Pablo Dam Road and does not include construction of any permanent mobile or stationary noise source. Therefore, the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels from operational sources in the project vicinity and the impact would be less than significant.

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

Less Than Significant Impact: A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The County has not adopted criteria for groundborne vibration impacts. Therefore, for purposes of this analysis, the FTA's vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.

Of the variety of equipment that would be used during construction, pneumatic pipe ram (ram hoe type equipment) would produce the greatest groundborne vibration levels nearest the project boundaries. Conservatively assuming that vibration levels from the pipe ram operations would be equivalent to typical levels of an impact pile driver, vibration levels could range up to 0.644 inches per second (in/sec) peak particle velocity (PPV).

The nearest off-site structure is located approximately 1,300 feet north from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.0017 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the FTA's construction vibration damage criteria of 0.2 in/sec PPV for this type of structure, a building of nonengineered timber and masonry construction. As a result, construction of the proposed project would not expose nearby buildings to groundborne vibration levels in excess of their applicable FTA damage criteria and this impact would be less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any receiving property line. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be less than significant.

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

No Impact: The 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 the Buchanan Field Airport, approximately 10.6 miles northeast of the project site. Thus, the proposed project would not expose people residing or working in the project area to excessive noise levels from either Buchanan Field Airport or a private airstrip and no impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 9: Health and Safety Element – Section 9-59: Noise. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed August 13, 2025.

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed August 8, 2025.

Noise Supporting Information Appendix E

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

SUMMARY:

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

No Impact: The proposed project repair involves two trenchless methods—pipe ramming and jack and bore—to replace the existing culvert system while maintaining hydrologic and hydraulic conditions. Additional work proposed includes repairing the roadway, strengthening the compromised roadway embankment, and concrete work. The project is not of the scope or scale to induce substantial unplanned population growth. On-site employees during the construction phase are expected to come from the surrounding area. No residential uses are proposed that would induce unplanned population growth either directly or indirectly. Therefore, no impact would occur.

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

No Impact: The proposed project is not developed with residential uses and is not designated by the General Plan or zoned for residential uses. Therefore, project implementation would not necessitate the construction of replacement housing. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 10: Growth Management Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84951/Chapter-10---Growth-Management-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

a) *Fire Protection?*

Less Than Significant Impact: The Contra Costa County Fire Protection District (CCCFPD) provides fire protection and emergency medical services to unincorporated areas of Contra Costa County. The CCCFPD serves the Contra Costa County community with 26 fire stations and maintains mutual aid agreements with Kensington Fire Protection District, Moraga-Orinda Fire Protection District, Rodeo-Hercules Fire Protection District, and San Ramon Valley Fire Protection District. The proposed project is limited to repairs of existing storm drainage infrastructure and would not be of the scope or scale to result in increased demand for fire protection services. The proposed project would be required to comply with all applicable codes, ordinances and regulations, including requirements for emergency access during construction. As such, impacts would be less than significant.

b) *Police Protection?*

No Impact: The Contra Costa County Office of the Sheriff provides law enforcement to unincorporated areas of Contra Costa County. The Office of the Sheriff maintains four bureaus: Administration Services, Custody Services, Field Operations, and Support Services. The proposed project would not increase the residential population of the County and would not require police protection at any time. Therefore, no impact would occur.

c) *Schools?*

No Impact: The proposed project does not propose development of new housing. Employees during construction of the project are expected to come from the local area for a temporary duration anticipated to be a maximum of 115 days and would not cause indirect increases in K-12 enrollment. The proposed project would not create a need for new or expanded school facilities. No impact would occur.

d) *Parks?*

Less Than Significant Impact: The proposed project does not propose development of new housing and therefore, would not directly increase the demand for parks. As a proposed repair, the proposed project would not generate visitors nor on-site employees once operational. However, Inspiration Trail connects to San Pablo Dam Road immediately adjacent to the north of the project site. Inspiration Trail provides access to Tilden Regional Park, approximately 4,745 feet southwest of the project site. Construction activities associated with the proposed project would potentially disturb access to the terminus of Inspiration Trail. Proposed project construction would be temporary and would not permanently block access to Inspiration Trail. Moreover, Inspiration Trail would still be accessible via the two connections at Inspiration Point and along Nimtz Way. As a result, the proposed project would not create a need for new or expanded park facilities. No impact would occur.

e) *Other public facilities?*

No Impact: There are many public facilities within the County, such as multiple library branches, sports facilities, and community centers. The proposed project does not include a residential land use component, and no public facilities are located within a 0.50-mile radius of the project site. As a result, the proposed project would not create a need for new or expanded public facilities. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 10: Growth Management Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84951/Chapter-10---Growth-Management-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: The proposed project is in an undeveloped area with no existing neighborhoods. However, the proposed project is proximal to other recreational facilities, including Inspiration Trail and the San Pablo Reservoir. The proposed project would provide maintenance to an existing culvert system and would restore San Pablo Dam Road. As such, the proposed project is not anticipated to increase the use of surrounding recreational facilities. Furthermore, the proposed project does not involve the construction of new residential units and therefore would not generate new residents that could increase the demand for recreational facilities. Therefore, the proposed project would not result in the physical deterioration of recreational facilities, and there would be no impact.

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

Less Than Significant Impact: The proposed project does not include recreational facilities or involve the construction of new residential units and therefore would not generate new residents that could increase the demand for and use of nearby parks or recreational facilities. However, Inspiration Trail connects to San Pablo Dam Road immediately adjacent to the north of the project site. Construction activities associated with the proposed project would potentially disturb access to the terminus of Inspiration Trail. Proposed project construction would be temporary and would not permanently block access to Inspiration Trail. Moreover, Inspiration Trail would still be accessible via the two connections at Inspiration Point and along Nimtz Way. Therefore, the proposed project is not anticipated to require construction or expansion of Inspiration Trail due to temporary access disturbance. Impacts would be less than significant.

Sources of Information

Contra Costa County. Title 9, Division 920 – Park Dedication. Website: https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT9SU_DIV920PADE. Accessed August 14, 2025.

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

SUMMARY:

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

Less Than Significant Impact: The proposed project is located along a portion of San Pablo Dam Road, a two-lane arterial roadway with two Class II bike lanes in each direction. The proposed project would involve the demolition, excavation, and rehabilitation of a segment of San Pablo Dam Road that is primarily used for vehicular and bicycle travel. The proposed project could temporarily obstruct portions of the public right-of-way through the repair of the underground existing culvert system and segment of the roadway that could conflict with a program, plan, ordinance or policy of the circulation system for roadway and bicycle facilities. However, temporary traffic controls would be implemented, and vehicles and bicycles would retain access at all times. In addition, the proposed project would not introduce any new structures or land uses to the project area that would result in a conflict with applicable policies of the circulation system of San Pablo Dam Road. Rather, the proposed project would rehabilitate the segment of San Pablo Dam Road through filling existing voids or dips from the damaged culvert system. Since the construction phase of the proposed project would not introduce any new land uses and would rehabilitate existing infrastructure on and along the roadway, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system. Therefore, the proposed project would have a less than significant impact related to circulation system policy conflicts.

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

No Impact: CEQA Guidelines Section 15064.3(b) requires projects to evaluate transportation impacts through analyzing per capita VMT, being the amount and distance of automobile travel attributable to different types of land use projects. Under CEQA Guidelines Section 15064.3(b), the Lead Agency has the authority to choose an appropriate methodology to evaluate a project’s VMT. As such, the Contra Costa County Transportation Analysis Guidelines establishes a screening criterion to determine whether a proposed project would be required to prepare a detailed VMT analysis, and any project that meets the screening criteria is presumed to have a

less than significant impact on VMT. The VMT screening criteria includes public utility projects, which the proposed project is categorized under. Since the proposed project is within the VMT screening criteria, the proposed project would not result in any impact on VMT and no impact would occur.

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

Less Than Significant Impact: The project site is located along a portion of San Pablo Dam Road, a two-lane, approximately 50-foot-side arterial roadway that connects major highways such as SR-24 in Orinda, California to the south and I-80 in San Pablo, California to the northwest. As previously discussed, the proposed project would involve the repair of an existing culvert system and excavation of a segment of San Pablo Dam Road. As such, interference with the public right-of-way could temporarily introduce roadway hazards for vehicular traffic. The proposed project would install temporary measures to protect the traveling public such as warning signs and notices related to changes to direction, speed limit, lights, barriers, or patrols. In addition, the proposed project would rehabilitate the roadway through filling any voids or dips generated from the damaged culvert system. Since the proposed project would install temporary protective measures and would rehabilitate the segment of San Pablo Dam Road, the proposed project would not substantially increase roadway hazards. Therefore, the proposed project would have a less than significant impact on roadway hazards.

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

Less Than Significant Impact: The proposed project would implement construction activities along the public right-of-way. The proposed project would allow access to emergency vehicles at all times during construction. Since the proposed project would abide by the 2022 California Fire Code through providing fire department vehicle access routes during construction and would not introduce any permanent emergency access routes during operation, the proposed project would not result in inadequate emergency access. Therefore, the proposed project would have a less than significant impact on emergency access.

Sources of Information

California Governor's Office of Land Use and Climate Innovation (LCI) (formerly California Governor's Office of Planning and Research [OPR]). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Website: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed August 13, 2025.

Contra Costa County Conservation and Development Department and Public Works Department. 2020. Transportation Analysis Guidelines. June. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/69374/FINAL-CCC-Transportation-Analysis-Guidelines-v2-12-15-20?bidId=>. Accessed August 13, 2025

Contra Costa County. 2045 General Plan. Chapter 5: Transportation Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84945/Chapter-5---Transportation-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

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

Less Than Significant with Mitigation Incorporated: A review of the CRHR, local registers of historic resources, a records search conducted at the NWIC, and a pedestrian survey failed to identify any listed TCRs that may be adversely affected by the proposed project. However, on July 15, 2025, the Native American Heritage Commission (NAHC) Sacred Lands File records search produced positive results for TCRs within the project boundaries. Letters requesting additional information regarding the proposed project were sent on August 11, 2025, to Tribal representatives from the list provided by the NAHC. On August 12, 2025, a reply from the Muwekma Ohlone Tribe of the San Francisco Bay Area was received, indicating that they were available to consult with the Lead Agency. A reply from the Amah Mutsun Tribal Ban was received, indicating that the proposed project is outside of their Tribal territory. On August 14, 2025, Indian Canyon Mutsun Band of Costanoan indicated that the Tribe is interested in consulting with Lead Agency and suggested monitoring during ground disturbance. Please note that this process is for information gathering purposes in order to support the conclusions made within the Cultural Resources and Tribal Cultural Resources sections and does not constitute an Assembly Bill (AB) 52 Lead Agency consultation process.

Nevertheless, no eligible or potentially eligible TCRs will adversely be affected by the proposed project. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, provided above, would reduce potential impacts to a less than significant level.

- 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?*

Tribal cultural resources are: (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are listed, or determined to be eligible for listing in the CRHR, or local register of historical resources, as defined in Public Resources Code Section 5020.1(k); or, (2) a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). For a cultural landscape to be considered a TCR, it must be geographically defined in terms of the size and scope of the landscape (PRC § 21074(b)). Also, a historical resource, as defined in Public Resources Code Section 21084.1, unique archaeological resource, as defined in Public Resources Code Section 21083.2(g), or non-unique archaeological resource, as defined in Public Resources Code Section 21083.2(h), may also be a TCR. AB 52 formally added the category of “Tribal Cultural Resources” to CEQA and extends the consultation and confidentiality requirements to all projects, rather than just projects subject to Senate Bill (SB) 18.

The CVLN and the Wilton Rancheria Tribe have submitted a general request letter to be notified of projects within Contra Costa County under AB 52. On June 5, 2025, an offer to consult was sent to the AB 52 contact designated in the general request letters. The record of correspondence (all via email) and meeting dates are described below. On June 9, 2025, CVLN requested records search results and cultural resources information. One consultation meeting occurred between the County and CVLN on August 20, 2025. At the meeting, the likelihood of buried resources and avoidance, mitigation, and monitoring measures were discussed. On August 20, 2025, the mitigation measures agreed upon are as written in Impact 5(b). Therefore, implementation of MM CUL-1 and MMCUL-2 would reduce impacts to less than significant.

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

SUMMARY:

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

Less Than Significant Impact: The proposed project would include repair using two trenchless methods—pipe ramming and jack and bore—to replace the culvert system while maintaining existing hydrologic and hydraulic conditions. Additional work includes repairing the roadway, strengthening the compromised roadway embankment, and concrete work. The proposed use is consistent with the 2045 General Plan land use designation and zoning for the site. The General Plan EIR concluded that with the implementation of existing regulations and adopted 2045 General Plan policies and actions, any physical impacts resulting from construction of utilities and service systems to serve increased demands at buildout of the 2045 General Plan would be less than significant.

The proposed project would not require the construction of new or expanded water lines, the construction of new or expanded water supply facilities sewer lines, or wastewater treatment facilities. For these reasons, the proposed project would have a less than significant environmental effect on existing wastewater treatment facilities.

No other relocations or expansions to existing utilities are required to serve the proposed development. For all of the above reasons, the project impact would be less than significant.

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

Less Than Significant Impact: EBMUD supplies water service to the project site. During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes would be minimal and would not require new or expanded water supplies or entitlements. Furthermore, the proposed project is not considered a “Water Demand Project” under CEQA Guidelines Section 15155 and does not require a project-level Water Supply Assessment.

The proposed project would not increase water demand relative to existing conditions and would remain consistent with what is anticipated in the 2045 General Plan. The jack and bore aspect of the project serves to help restore the hydraulic capacity. The existing entitlements for water supplies are sufficient to continue to meet the needs of the County during normal, dry, and multiple dry years. The proposed project would require nominal use of water resources for ongoing maintenance. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

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

No Impact: EBMUD is one of the service providers that maintains and operates a wastewater collection and treatment system within the County. The project site is located within EBMUD’s service territory. Given that the proposed project is exclusive to infrastructure repair, the proposed project would not include the construction of wastewater facilities and would not generate a demand for wastewater treatment. Therefore, the project would not result in a determination of inadequate wastewater capacity. No impact would occur.

- 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?*

Less Than Significant Impact: Construction of the proposed project would involve the generation of construction debris from demolition and the removal of the existing inlet and outlet headwalls. When acquiring building, utility, and site permits from the City, the proposed project would be required to comply with the County’s Construction and Demolition Debris Recovery Program, which ensures that at least 65 percent of the construction debris must be recycled.

After construction, the proposed project would not produce any solid waste and therefore would not cause the County to exceed the capacity of existing landfills that the serve the County. Therefore, implementation of the proposed project would have a less than significant impact on the solid waste disposal capacity. In addition, the proposed project would not impede the ability of the County to meet waste diversion requirements or violate other applicable federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.

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

Less Than Significant Impact: The proposed project would generate additional solid waste as compared to existing conditions only during construction. The proposed development would be required to comply with applicable federal, State, and local regulations related to solid waste such as SB 1383 and the Contra Costa Solid Waste Authority Ordinance (Ord. No. 09-08, § 3, 10-6-09). Therefore, a portion of solid waste would be diverted from landfill through recycling, composting, and other methods in compliance with federal, State, and local management and reduction statutes. Therefore, the proposed project would not violate applicable federal, State, and local statutes and regulations related to solid waste, and impacts would be less than significant.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE — <i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

Less Than Significant Impact: The General Plan Health and Safety Element designates San Pablo Dam Road as an evacuation route that is within a Very High FHSZ, as delineated by CAL FIRE. Although established evacuation routes would be chosen based on the location and extent of a wildfire, the proposed project would implement construction activities such as demolition and excavation to repair an existing culvert system and a segment of San Pablo Dam Road within the public right-of-way that could interfere with emergency response time and evacuation strategies.

The proposed project would comply with the 2022 California Fire Code which mandates fire access requirements during construction by maintaining a road width of over 20 feet without obstruction and would reconstruct the segment of San Pablo Dam Road to follow width, weight load, and grading fire apparatus access road requirements. Additionally, the proposed project would allow access to emergency vehicles at all times. Therefore, the proposed project would not impair or interfere with an emergency response or evacuation plan and would have a less than significant impact.

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

Less Than Significant Impact With Mitigation Incorporated: The project site contains dense stands of oak woodland east of San Pablo Dam Road. Elevations range from approximately 390 feet to 345 feet AMSL across the project site. The project site is located in a Very High FHSZ which is established based on analyzing wildfire hazards such as climate, terrain, and natural vegetation that influence wildfire behavior. As such, the project site has geographical factors that could expose construction workers to direct and indirect wildfire hazards during construction. As noted in the threshold above, the proposed project would allow access to emergency vehicles at all times, including during the event of a wildfire.

Moreover, the use of heavy equipment during construction of the proposed project would have the potential to lead to sparks that could trigger wildland fires. Wildfire prevention MMHAZ-1 would be implemented to reduce the risk of wildland fires. As such, the proposed project would not exacerbate wildfire risk and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. In addition, California Code of Regulations Title 8, Section 5141.1 establishes procedures for monitoring particulate matter (PM_{2.5}) for construction sites during a wildfire. Lastly, the proposed project does not involve the construction of any structures intended for occupancy that could expose individuals to wildfire hazards. Therefore, the proposed project would have a less than significant impact with mitigation.

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

Less Than Significant Impact: As previously discussed, the project site is located in a Very High FHSZ delineated by CAL FIRE with wildfire hazards consisting of natural vegetation, steep topography, and periods of high wind speeds.

Compliance with the 2022 California Fire Code, including fire safety standards for construction projects, would ensure any temporary infrastructure such as power lines, emergency water sources, and other utilities are maintained and located in areas to prevent ignition or environmental impacts. The proposed project would not require the installation of any fuel breaks, and the completed project would be constructed with materials such as corrugated metal, concrete, grout material, and asphalt that are incapable of igniting or spreading a wildfire, along with replanting vegetation that would consist of native species and less fuel loads compared to existing conditions.

As such, the proposed project would not exacerbate wildfire risks through the installation or maintenance of infrastructure. Therefore, the proposed project would have a less than significant impact on exacerbated wildfire risk from infrastructure.

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

Less Than Significant Impact: The project site is located within a Very High FHSZ consisting of steep topography with elevations ranging from 390 feet to 345 feet AMSL and would involve the repair and replacement of an existing culvert system and the removal of approximately 27 trees. As such, the project site would temporarily alter the existing drainage system that could trigger landslides from post-fire slope instability. This increased risk would only occur temporarily during the construction phase. The proposed project would implement erosion control measures, replant trees, and restore previously existing hydrological conditions and would not construct any structures. Further, through implementation of a Water Pollution Control Plan which

would include BMPs such as perimeter sediment control, the proposed project would not substantially degrade surface, further reducing the risk of landslides. Thus, the proposed project would not expose people or structures to landslides or downslope flooding from post-fire slope instability once it is completed. Therefore, the proposed project would have a less than significant impact related to post-fire slope instability.

Sources of Information

California State Geoportal. California Fire Hazard Severity Zone Viewer. Website: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 9: Health and Safety Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact With Mitigation Incorporated. The proposed project has been evaluated for its potential to substantially degrade the quality of the environment, reduce the habitat of fish or wildlife species, threaten plant or animal communities, reduce the number or restrict the range of rare or endangered species, or eliminate important examples of California history or prehistory throughout this Initial Study/Mitigated Negative Declaration (IS/MND). Key findings are summarized herein.

The project site contains sensitive biological resources, including riparian woodland and intermittent drainages, and is within the range of several special-status plant and wildlife species. However, with implementation of the mitigation measures identified in Section 4 (Biological Resources), including protocol-level rare plant surveys (MM BIO-1a), worker environmental awareness training (MM BIO-1b), exclusion fencing (MM BIO-1c), species-specific avoidance and minimization measures for California red-legged frog, northwestern pond turtle, and Alameda

whipsnake (MM BIO-1d, MM BIO-1e, and MM BIO-1f), and migratory bird protection (MM BIO-1g), impacts to biological resources would be reduced to less than significant.

Impacts to sensitive natural communities and jurisdictional waters would be minimized through compliance with regulatory permits and implementation of MM BIO-2a (Streambed Alteration Agreement), MM BIO-2b (Section 401 Permit), and MM BIO-2c (Section 404 Permit), as well as post-construction revegetation.

Potential impacts to cultural and tribal cultural resources will be reduced to less than significant with implementation of MM CUL-1 (Unanticipated Discovery of Cultural Resources) and MM CUL-2 (Impact to Previously Undiscovered Human Remains), which require work stoppage, evaluation, and appropriate treatment in the event of a discovery, as well as consultation with the Confederated Villages of Lisjan Nation.

Paleontological resources are protected through MM GEO-2, which requires immediate work stoppage and evaluation by a qualified Paleontologist if unique paleontological materials are uncovered.

Based on the discussion provided above, compliance with required guidelines and statutes and implementation of the mitigation measures, the proposed project would not 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. Therefore, impacts would be less than significant following compliance with applicable laws and regulations, and incorporation of MM BIO-1a through MM BIO-1g, MM BIO-2a through MM BIO-2c, MM CUL-1 and MM CUL-2, and MM GEO-2.

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

Less Than Significant With Mitigation Incorporated. The analysis in this IS/MND includes a review of the proposed project’s potential impacts regarding air quality, biological resources, cultural resources, parks and recreation facilities, noise, and transportation, among other environmental issue areas. As presented throughout this IS/MND, the proposed project’s cumulative impacts would either be less than significant with mitigation incorporated, less than significant, or there would be no impacts.

Construction-related impacts (e.g., air quality, noise, GHG emissions, traffic) are temporary and localized. With implementation of mitigation measures such as MM AQ-1 (Bay Area Air District Basic Construction BMPs for dust control), MM GEO-1 (Soil Condition Monitoring), and MM HAZ-1 (Wildfire Safety Procedures), these impacts would be less than significant.

At this time, the only known project in the vicinity that may overlap in schedule is another County storm damage repair project, the San Pablo Dam Road Storm Drain and Slide Repair project located approximately 3.5 miles northwest of this project site in unincorporated El Sobrante. However, the proposed project is currently anticipated to go into construction in 2026, while the San Pablo Dam Road Storm Drain and Slide Repair project is currently anticipated to go into

construction in 2027. Because of the distance from this project site, and the fact that through traffic would be maintained during construction for both projects, even if there is some overlap in project schedules, cumulative impacts to traffic would be less than significant.

As discussed throughout this IS/MND and above, the proposed project's cumulative impacts would be less than significant. No additional mitigation measures would be required to reduce cumulative impacts. Therefore, the proposed project would contribute to less than significant cumulative impacts.

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

Less Than Significant With Mitigation Incorporated. Based on the discussion provided in the Project Description and the analysis throughout this IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the proposed project's potential impacts would either be less than significant (without mitigation) or any significant impacts would be mitigated to a less than significant level. Therefore, for the reasons set forth in this IS/MND including, without limitation, the implementation of MM AQ-1, MM GEO-1 and MM GEO-2 and MM HAZ-1, the proposed project would not result in substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the above cited references were consulted. Reference materials are available for review by contacting Shrav Sundaram, Contra Costa County Department of Public Works, by email at shravan.sundaram@pw.cccounty.us or by phone at (925) 812-7702.

MITIGATION MONITORING REPORTING PLAN

The following Mitigation Measures will be implemented according to Section 15097 of the CEQA guidelines. Contra Costa County Public Works Department (PWD) is responsible for ensuring these measures are implemented by PWD staff and by Contractors working on behalf of PWD.

Mitigation, Avoidance, and Minimization Measures

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
3. AIR QUALITY					
AIR-1: Proposed project construction will generate fugitive dust.	MITIGATION MEASURE AIR-1: Implement Bay Area Air District Basic Construction Best Management Practices				
	<ol style="list-style-type: none"> 1) All exposed surfaces (e.g., parking areas, staging areas, graded areas, and unpaved access roads) shall be watered two times per day. 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3) All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4) All vehicle speeds on unpaved roads shall be limited to 15 mph. 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. 6) Idling times shall be minimized either by shutting equipment off when not in use. 7) Reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 8) All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a 	During construction.	Construction Contractor.	Contra Costa County Public Works Department (PWD).	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>certified mechanic and determined to be running in proper condition prior to operation.</p> <p>9) Post a publicly visible sign with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practicable but not more than 48 hours after the complaint is received. The Bay Area Air District phone number shall also be visible to ensure compliance with applicable regulations.</p>				
4. BIOLOGICAL RESOURCES					
<p>BIO-1a: Proposed project construction may disturb special-status plant species.</p>	<p>MITIGATION MEASURE BIO-1a: Protocol-level Special-status Plant Survey</p>				
	<p>Implementation of the following measures would ensure avoidance of impacts on special-status plant species:</p> <p>A qualified Biologist shall conduct special-status plant survey(s) within the Biological Study Area (BSA) before the onset of work activities as determined by the California Department of Fish and Wildlife (CDFW) and East Bay Municipal Utility District (EBMUD). Surveys shall be conducted in a manner which maximizes the likelihood of locating special-status plants that may be on-site. Surveys shall be timed within the early, mid, and late season to capture the local blooming period of the target special-status plant species. If any special-status or EBMUD-monitored plant species are detected, construction activities shall not be allowed to commence until consultation with EBMUD and CDFW has occurred, as needed.</p>	<p>Prior to construction work activities within the early, mid, and late season of the local plant blooming period as determined by the Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	
	<p>MITIGATION MEASURE BIO-1b: Worker Environmental Awareness Program</p>				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
BIO-1b: Proposed project construction may impact special-status wildlife.	Before any activities begin on the project, a qualified Biologist shall provide a Worker Environmental Awareness Program (WEAP) for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS); their habitat; the regulatory protections afforded for these species; the general measures that are being implemented to conserve them as they relate to the proposed project; and the boundaries within which project activities may be accomplished.	Prior to any grading or construction work activities; and continuously thereafter as additional workers are mobilized or join the project.	PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	
BIO-1c: Proposed project construction may impact special-status wildlife.	MITIGATION MEASURE BIO-1c: Exclusion Fencing or Temporary Silt Fencing				
	Prior to project work activities, wildlife exclusion fencing shall be installed around the perimeter of the development footprint in a manner that will prevent California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS) from entering the project impact areas. A qualified Biologist shall be present during the installation of the wildlife exclusion fencing. The barrier fencing shall be removed within 72 hours of completion of work. The location and design of the fence shall be approved by a qualified Biologist, and the qualified Biologist shall also be present on-site to monitor installation until the exclusion fence is complete. At a minimum, the exclusion fencing shall be at least 3 feet high and the lower 6 inches of the fence shall be buried in the ground to prevent animals from crawling under. The remaining 2.5 feet shall be left above ground to serve as a barrier for animals moving on the ground surface. Fencing shall be installed and maintained in good condition during all construction activities and shall be inspected and maintained daily until the completion of project construction.	Prior to and during grading and construction work activities.	PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	
	MITIGATION MEASURE BIO-1d: California Red-legged Frog Mitigation				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
<p>BIO-1d: Proposed project construction may impact the California Red-legged Frog.</p>	<p>Implementation of the following measures would ensure avoidance of impacts on California red-legged frog (CRLF):</p> <p><i>Work Restriction:</i> To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when CRLF are the least active. If project activities are proposed outside of the work restriction period, consultation with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.</p> <p><i>Pre-Construction Survey:</i> A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to CDFW. If any life stage of the CRLF is detected, construction activities shall not be allowed to commence until consultation with USFWS has occurred.</p> <p><i>Revegetation:</i> Areas disturbed by the project shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless CDFW and the project applicant determine that it is not feasible or practical.</p>	<p>Prior to and during grading and construction work activities.</p>	<p>Construction Contractor, PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	
<p>BIO-1e: Proposed project construction may impact the Northwestern Pond Turtle.</p>	<p>MITIGATION MEASURE BIO-1e: Northwestern Pond Turtle Mitigation</p>				
	<p>Implementation of the following measures would ensure avoidance of impacts on the northwester pond turtle (NWPT):</p> <p><i>Pre-construction Survey:</i> A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for</p>	<p>Prior to and during grading and construction activities.</p>	<p>Construction Contractor, PWD Construction Management firm, PWD Environmental</p>	<p>PWD Environmental Services Division.</p>	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>submittal to the California Department of Fish and Wildlife (CDFW). If any life stage of the NWPT is detected, construction activities shall not be allowed to commence until consultation with the CDFW and the United States Fish and Wildlife Service (USFWS) has occurred.</p> <p><i>Revegetation:</i> Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless the CDFW, the USFWS, and the project applicant determine that it is not feasible or practical.</p>		Services Division-supplied Biologist.		
BIO-1f: Proposed project construction may impact the Alameda Whipsnake.	MITIGATION MEASURE BIO-1f: Alameda Whipsnake Mitigation				
	<p>Implementation of the following measures would ensure avoidance of impacts on the Alameda whipsnake (AWS):</p> <p><i>Work Restriction:</i> To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when AWS is more active and capable of moving away from proposed construction activities. If project activities are proposed outside of the work restriction period, consultation with California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.</p> <p><i>Pre-Construction Survey:</i> A qualified Biologist shall survey the project site within 24 hours prior to the initiation of construction-related activities for AWS and present survey results to the County, for submittal to the CDFW. If an individual is detected during the pre-construction survey, they shall be relocated to</p>	Prior to and during grading and construction activities.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>suitable habitat outside the project’s impact areas (with approval from the USFWS as appropriate).</p> <p><i>Construction Monitoring:</i> A qualified Biologist(s) will be present during any construction activities that could, in the Biologist’s opinion, potentially result in take of individual AWS. The Biologist(s) shall have the authority to stop any work that may result in take of this species. The on-site Biologist shall be the contact for any employee or Contractor who might inadvertently kill or injure an AWS or anyone who finds a dead, injured, or entrapped individual of any of these species. If an AWS is observed within the work area during project activities, all work that could result in the injury or death of the individual shall stop immediately and the qualified Biologist shall be immediately notified. The animal shall be allowed to leave the work area of its own volition. If it does not leave the area of its own volition, the CDFW shall be contacted to determine next steps. No individual of any of these species shall be handled without prior approval from the CDFW or USFWS.</p> <p><i>Avoidance of Entrapment:</i> To prevent inadvertent entrapment of AWS during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or other suitable material, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. All pipes, culverts, or similar structures stored overnight shall be inspected before they are subsequently moved, capped, and/or buried. If at any time wildlife is discovered, the approved Biologist shall be contacted to determine the next steps.</p>				
	<p>MITIGATION MEASURE BIO-1g: Migratory Bird Mitigation</p>				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
<p>BIO-1g: Proposed project construction may impact migratory birds.</p>	<p>Implementation of the following measures would ensure avoidance of impacts on migratory birds:</p> <p><i>Avoidance of Nesting Season:</i> To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.</p> <p><i>Pre-Construction Surveys for Active Nests:</i> If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) and survey results presented to the County, for submittal to the California Department of Fish and Wildlife (CDFW).</p> <p><i>Buffer Zone for Active Nests:</i> If an active nest is located during preconstruction surveys, a qualified Biologist, in consultation with the CDFW, shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The CDFW recommends a minimum no disturbance buffer of 250 feet around active nests of non-listed bird species, and a 500-foot no-disturbance buffer around active nests of non-listed <u>smaller raptors such as accipiters, a 1,000-foot no-disturbance buffer around active nests of large raptors such as buteos, and up to a 1-mile no-disturbance buffer around active nests of bald and golden eagles if visible from the project site.</u> A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. In consultation with CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance. The buffer zone shall be maintained around the</p>	<p>Prior to and during grading and construction activities.</p>	<p>Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	active nest site(s) until the qualified Biologist has determined that the nesting attempt is complete. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with the CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged, or nests fail due to other natural causes.				
BIO-2a: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2a: Obtain Approval of and File Notification of Streambed Alteration Agreement Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with California Department of Fish and Wildlife (CDFW) and obtain and file a notification of a Streambed Alteration Agreement, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any riparian corridor. If required, the applicant shall implement all mitigation measures imposed by the CDFW related to the subject Streambed Alteration Agreement, which may include but not be limited to the implementation of erosion and bank stabilization measures, riparian habitat enhancement, and/or restoration and revegetation of the stream corridor habitat as determined by the CDFW.	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	
BIO-2b: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2b: Obtain Approval of and File Notification of Section 401 Permit Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with the Regional Water Quality Control Board (RWQCB) and obtain and file a notification of a Section 401 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the RWQCB related to the subject Section 401 Permit, which may include, but not be limited to, the implementation of erosion and bank	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	stabilization measures, compensatory mitigation, stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the RWQCB.				
BIO-2c: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2c: Obtain Approval of and File Notification of Section 404 Permit Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with the United States Army Corps of Engineers (USACE) and obtain and file a notification of a Section 404 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the USACE related to the subject Section 404 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation (if deemed necessary during the USACE consultation process), stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the USACE.	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	
BIO-2d: Proposed project construction will result in the removal of trees.	MITIGATION MEASURE BIO-2d: Compliance with Arborist Report Tree Preservation Measures				
	Trees proposed for preservation shall be protected in accordance with the Tree Preservation Measures outlined in the project-specific arborist report. The County, Contractor, and all site personnel must adhere to these Tree Preservation Measures throughout all phases of construction, including grading, trenching, and material storage. Preservation measures include, but are not limited to protective fencing, root zone safeguards, and other specified actions that shall be installed and/or maintained by qualified personnel to prevent construction-related damage to preserved trees on-site.	During all phases of construction.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division.	PWD Environmental Services Division.	
5. CULTURAL RESOURCES					

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
CUL-1: Proposed project construction could impact unanticipated cultural resources during ground-disturbing activities.	MITIGATION MEASURE CUL-1: Unanticipated Discovery of Cultural Resources				
	<ul style="list-style-type: none"> • Contractor shall be notified of the possibility of encountering historic or archaeological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction. • Prior to the initiation of construction activities, a qualified Archaeologist shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, project mitigation measures, and procedures to be followed with regard to historical, archaeological, and Tribal resources that may be encountered over the course of the project. • Procedures for discovery include: <ul style="list-style-type: none"> - If potential archaeological or Tribal cultural materials are encountered during construction, the Contractor shall cease all ground-disturbing activities within a 100-foot radius of the find. The Contractor shall immediately notify the District Resident Engineer or their designated representative to request a qualified Archaeologist and Confederated Villages of Lisjan Nation (CVLN) representative to assess the nature and significance of the find. The Archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery. - If the finding(s) is not determined to be potentially significant, work may resume. 	Notification prior to construction permits. WEAP training prior to any grading or construction work activities; and continuously thereafter as additional workers are mobilized or join the project.	Construction Contractor, PWD Environmental Services Division supplied Archaeologist, PWD Construction Management firm.	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<ul style="list-style-type: none"> - If the finding(s) is determined to be potentially significant, the Archaeologist in consultation with the Tribal representative shall develop a mitigation plan, which shall be implemented by the entity in accordance with State guidelines and in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for the Tribal Cultural Resources (TCRs) include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of Tribal resources and cultural items. No photography of resources is permitted. - Any previously undiscovered resources found during construction within the Project Site shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required. 				
CUL-2: Proposed project construction could impact undiscovered human remains.	MITIGATION MEASURE CUL-2: Impact to Previously Undiscovered Human Remains				
	<ul style="list-style-type: none"> • In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation 	During construction.	Construction Contractor, PWD Environmental	PWD Environmental	

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Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>or disturbance within 100 feet of the remains until the Contra Costa County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. At the same time, an Archaeologist shall be contacted to assess the situation.</p> <ul style="list-style-type: none"> • If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects. • If the Confederated Villages of Lisjan Nation (CVLN) is designated as the MLD, the Tribe shall make every effort to recommend keeping ancestral remains and funerary objects in situ and protected. If removal of burials is necessary, Tribal representatives shall work with the qualified Archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography, testing, or scientific study, destructive or non-destructive, shall be conducted on ancestral human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The Archaeologist shall prepare a report of all activities, including documenting methods and results as well as recommendations for the treatment of the human remains and any associated archaeological materials. The report shall be submitted to the District, the Northwest Information Center (NWIC), and the Tribe. • Tribal representatives shall rebury the Native American human remains and associated funerary objects with 		<p>Services Division supplied Archaeologist, PWD Construction Management firm.</p>	<p>Services Division.</p>	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	appropriate dignity either: (1) in accordance with the recommendations of the MLD if available; or (2) in the project vicinity at a location decided upon between the CVLN representative and the County, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery is to be documented on California Department of Parks and Recreation (DPR) 523 forms and otherwise kept confidential and secure to prevent any further disturbance.				
7. GEOLOGY AND SOILS					
GEO-1: Ground disturbance from the proposed project has the potential to contribute to seismic-related ground failure.	MITIGATION MEASURE GEO-1: Soil Condition Monitoring				
	A Geologist under the supervision of a Certified Engineering Geologist (CEG) working for the Geotechnical Engineer-of-Record, and approved by the Contra Costa County Department of Conservation and Development prior to issuance of any construction permit, shall be retained for construction of the proposed project. The CEG shall monitor for soil stability prior to and during all excavations and earthwork activities for construction of the proposed project. The CEG shall evaluate the applicability of the recommendations presented in the Geological & Geotechnical Investigation Report by BSK Associates to the subsurface conditions encountered. If required, the CEG shall recommend appropriate changes in design or construction procedures if conditions differ from those outlined in the report.	Prior to construction.	PWD approved Geotechnical Engineer-of-record.	PWD Construction Management Firm	
GEO-2: Ground disturbance from the proposed project has the potential to disturb previously unknown	MITIGATION MEASURE GEO-2: Paleontological Resource Discovery				
	Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), the County shall be immediately notified, and all earthwork within 100 feet of the	During grading and construction.	Construction Contractor, PWD Construction	PWD Environmental	

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Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
paleontological resources.	materials shall be stopped immediately until a qualified Paleontologist is contacted and retained to evaluate the significance of the find. If the find is not significant, work may resume. If the find is potentially significant, the Paleontologist, in coordination with the County, would implement appropriate sampling, salvaging, identification, and reporting procedures consistent with California Public Resources Code 30244.		Management firm, PWD Environmental Services Division –supplied Paleontologist	Services Division.	
9. HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1: The project site is located within a Very High Fire Hazard Severity Zone and construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires.	MITIGATION MEASURE HAZ-1: Wildfire Safety Procedures				
	During project construction, staging and equipment/vehicle parking areas shall be cleared of dead vegetation that could serve as fuel for combustion. The clearing shall include vegetation trimming within a few inches of the ground. No grading shall take place as part of the vegetation clearing. Additionally, fire extinguishers will be kept on-site. If work is to be performed during the dry season, workers shall be informed of wildland fire risk and measures to prevent it via brochures and worker awareness training.	During construction.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division.	PWD Environmental Services Division.	

Attachment A: Response to Comment Letter



State of California – Natural Resources Agency

DEPARTMENT OF FISH AND WILDLIFE

Bay Delta Region

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GAVIN NEWSOM, Governor

CHARLTON H. BONHAM, Director



January 2, 2026

Syd Sotoodeh, Senior Planner

Contra Costa County Department of Conservation and Development

30 Muir Road

Martinez, CA 94553

syd.sotoodeh@dcd.cccounty.us

Subject: San Pablo Dam Road Storm Drain and Pavement Repair Project, Mitigated Negative Declaration, SCH No. 2025120302, Contra Costa County

Dear Syd Sotoodeh:

The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt an Initial Study/Mitigated Negative Declaration (IS/MND) from Contra Costa County Department of Conservation and Development (County) for the San Pablo Dam Road Storm Drain and Pavement Repair Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.¹

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's **Trustee Agency** for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

CDFW is also submitting comments as a **Responsible Agency** under CEQA (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381). CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As

¹ CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

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proposed, for example, the Project may be subject to CDFW's Lake and Streambed Alteration (LSA) regulatory authority (Fish & G. Code, § 1600 et seq.). Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the Project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

Proponent: Contra Costa County Public Works Department

Objective: The objective of the Project is to remediate damages to a culvert system that conveys stream flows beneath San Pablo Dam Road and resulting damages to the roadway. Existing dual 72-inch corrugated metal pipe culverts will be replaced with 66-inch steel casing pipes, which will be installed in sections using a pipe ramming method and welded on-site. A new 48-inch metal pipe culvert will be installed to the south of the existing culverts to maintain hydraulic capacity of the culvert system using a jack-and-bore pipe installation method. Concrete grout will be installed to reinforce the exterior of the pipes. An existing concrete flume located at the downstream end of the culvert system will be demolished and reconstructed, and existing concrete headwalls at the inlet and outlet will be demolished and reconstructed. A failed 36-inch culvert will be filled with cement and abandoned in place. The damaged roadway will be excavated and rehabilitated. To prepare the Project site and facilitate staging of equipment and construction access, approximately 27 trees will be removed, vegetation will be cleared and grubbed within the Project area, water diversions will be installed to isolate the Project area from stream flows, and a cattle fence will be temporarily installed. Disturbed areas will be hydroseeded with a native seed mix and native trees will be replanted following construction.

Location: The Project is located on San Pablo Dam Road approximately 1.2 miles east of Wildcat Canyon Road and approximately one mile northwest of the City of Orinda in unincorporated Contra Costa County. The approximate Project coordinates are Latitude 37.908789° and Longitude -122.231350°.

Timeframe: Construction of the proposed project is expected to begin in 2026 and last approximately 115 working days between May 2026 and December 2026.

REGULATORY REQUIREMENTS

California Endangered Species Act and Native Plant Protection Act

A CESA Incidental Take Permit (ITP) must be obtained from CDFW if the Project has the potential to result in "take" of plants or animals listed under CESA or the Native Plant Protection Act (NPPA), either during construction or over the life of the Project.

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Under CESA, “take” means “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill” (Fish & G. Code, § 86). CDFW’s issuance of an ITP is subject to CEQA, and to facilitate permit issuance, any project modifications and mitigation measures must be incorporated into the CEQA document analysis, discussion, and mitigation monitoring and reporting program. If the Project will impact CESA- or NPPA- listed species, early consultation is encouraged, as significant modification to the Project and mitigation measures may be required in order to obtain an ITP. CEQA requires a mandatory finding of significance if a project is likely to substantially impact threatened or endangered species (Pub. Resources Code, §§ 21001, subd. (c) & 21083; CEQA Guidelines, §§ 15380, 15064 & 15065). In addition, pursuant to CEQA, the Lead Agency cannot approve a project unless all impacts to the environment are avoided or mitigated to less-than-significant levels, or the lead agency makes and supports Findings of Overriding Consideration (FOC) for impacts that remain significant despite the implementation of all feasible mitigation. FOC under CEQA, however, do not eliminate the Project proponent’s obligation to comply with the Fish and Game Code.

Fully Protected Species

Fully protected species, such as white-tailed kite (*Elanus leucurus*), golden eagle (*Aquila chrysaetos*), and bald eagle (*Haliaeetus leucocephalus*) may not be taken or possessed at any time and no licenses or permits may be issued for their take except as follows:

- Take is for necessary scientific research;
- Efforts to recover a fully protected, endangered, or threatened species;
- Live capture and relocation of a bird species for the protection of livestock; or
- They are a covered species whose conservation and management is provided for in a Natural Community Conservation Plan (Fish & G. Code, §§ 3511, 4700, 5050, & 5515).

Specified types of infrastructure projects may be eligible for an ITP for unavoidable impacts to fully protected species if certain conditions are met. (See Fish & G. Code §2081.15.) Project proponents should consult with CDFW early in the project planning process.

Lake and Streambed Alteration Agreement

CDFW requires an LSA Notification, pursuant to Fish and Game Code section 1600 et seq., for Project activities affecting river, lakes or streams and associated riparian habitat. Notification is required for any activity that may substantially divert or obstruct

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the natural flow; change or use material from the bed, channel, or bank (including associated riparian or wetland resources); or deposit or dispose of material where it may pass into a river, lake, or stream. Work within ephemeral streams, drainage ditches, washes, watercourses with a subsurface flow, and floodplains is generally subject to notification requirements. In addition, infrastructure installed beneath such aquatic features, such as through horizontal directional drilling, is also generally subject to notification requirements. Therefore, any impact to the mainstems, tributaries, or floodplains or associated riparian habitat caused by the proposed Project will likely require an LSA Notification. CDFW may not execute a final LSA Agreement until it has considered the MND and complied with its responsibilities as a responsible agency under CEQA.

Raptors and Other Nesting Birds

CDFW has authority over actions that may result in the disturbance or destruction of active bird nest sites or the unauthorized take of birds. Fish and Game Code sections protecting birds, their eggs, and nests include section 3503 (regarding unlawful take, possession, or needless destruction of the nests or eggs of any bird), section 3503.5 (regarding the take, possession, or destruction of any birds-of-prey or their nests or eggs), and section 3513 (regarding unlawful take of any migratory nongame bird).

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist the County in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct and indirect impacts on fish and wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document. Based on the Project's avoidance of significant impacts with implementation of mitigation measures, CDFW concludes that an MND is appropriate for the Project.

I. Mitigation Measure or Alternative and Related Impact Shortcoming

COMMENT 1: Culverts May Impede Wildlife Passage

Issue: The IS/MND concludes that the Project will not impact wildlife movement corridors, indicating that the Project site provides limited connectivity opportunities (p. 41). However, in its evaluation of potential impacts, the IS/MND does not assess the potential operational impacts of the new culvert system upon wildlife connectivity. Without this evaluation, it cannot be concluded that Project-related impacts to the movement of wildlife would be less-than-significant.

Specific impact: The Project proposes to replace an existing dual culvert system that conveys stream flows beneath a roadway. Roadways can be a barrier to wildlife movement and limit the ability of terrestrial wildlife to access portions of their habitat,

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thereby posing a risk of habitat fragmentation and habitat loss. Wildlife that enter roadways are vulnerable to direct mortality from vehicle strike. Culverts can provide connectivity across barriers presented by roadways and thereby help mitigate the negative impacts of roadway barriers (Sparks & Gates, 2017; Clevenger et. al., 2002). However, improperly constructed culverts can result in a variety of conditions that have the potential to act as barriers to movement (Diebel et. al., 2015; Gibson et. al., 2005; CDFW, 2009). If the existing culverts are an established movement corridor beneath the roadway, and if the replacement culverts introduce a barrier to that movement, this may result in increased risks to wildlife posed by the roadway barrier, including habitat loss, habitat fragmentation, and direct mortality.

Why impact may occur: The length of the replacement culverts will remain unchanged compared to the existing culverts, but the diameters will decrease from 72 inches to 66 inches. This will result in a reduced flow capacity, which could result in an increased flow velocity of water passing through the culverts. Though the IS/MND indicates that a new 48-inch culvert will be installed to the south of the dual culverts to compensate for the reduced hydraulic capacity of the system, it is not clear what the potential impacts will be upon water velocities or whether the culverts will be of a size that could potentially constrict the stream channels.

Culvert designs that result in either high water velocity or shallow depth within the culvert can pose a barrier to wildlife movement (Diebel et. al., 2015). Aquatic organisms, such as fish, amphibians, reptiles, and invertebrates can also be directly impacted if stream channels are constricted, as the accumulation of debris and sediment may impede passage of fish and wildlife species (Wagner, 2015). The IS/MND does not evaluate the potential for wildlife to utilize the existing culverts for movement beneath the roadway, but studies of roadway crossings have documented a wide variety of wildlife species using culverts for passage beneath roads, including smaller wildlife such as snakes, reptiles, and frogs (Sparks & Gates, 2017; Sparks & Gates, 2012).

The IS/MND indicates that California red-legged frog, northwestern pond turtle, and Alameda whipsnake have the potential to occur within the Project site. California red-legged frog and northwestern pond turtle both require aquatic and upland habitat (Pierce et. al., 2021; Alvarez & Vecchio, 2024), and the existing culverts may provide habitat connectivity between upland habitat to the western side of the roadway and downstream habitat and San Pablo Reservoir to the east of the roadway. Alameda whipsnake are known to use riparian corridors for movement, and snake species may utilize culverts as movement corridors (U.S. Fish and Wildlife Service (USFWS), 2000; Sparks & Gates, 2012). If the new culverts introduce a barrier to an established movement corridor beneath the roadway within the Project site, this may limit the ability of terrestrial wildlife to access previously available habitat.

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Evidence impact would be significant: California red-legged frog and northwestern pond turtle are California State Species of Special Concern (SSC), and Alameda whipsnake is an endangered species pursuant to CESA (Fish & G. Code § 2050). Consistent with CEQA Guidelines, the status of each qualifies California red-legged frog, northwestern pond turtle, and Alameda whipsnake as endangered, rare, or threatened species under CEQA (CEQA Guidelines, § 15380). Habitat loss and fragmentation is one of the primary threats to all three species (Thomson et. al., 2016; USFWS, 2000). If the Project has the potential to substantially reduce the habitat or restrict the range of these species, this would be a Mandatory Finding of Significance pursuant to CEQA Guidelines section 15065, subdivision (a)(1).

To reduce impacts to less-than-significant: CDFW offers the following recommendations to reduce the likelihood that the project could impede fish and wildlife passage, degrade habitat, or present a safety risk during its lifetime:

Recommendation 1: Evaluate Impacts to Biological Resources in Areas with Hydrological Connectivity. CDFW recommends that the County evaluate potential impacts on any biological resources (e.g., rare plants, wildlife) in areas adjacent to the Project site where there is hydrologic connectivity. CDFW recommends that the County disclose methodology and findings in a recirculated IS/MND, including a discussion of potential impacts and, if necessary, avoidance, minimization, and mitigation measures.

Recommendation 2: Adherence to Established Guidelines. CDFW recommends that culverts are designed and installed to withstand the 100-year peak flood flow event without compromising the structural integrity of the culvert and without overtopping the culvert inlet (CDFG, 2002; NOAA, 2023).

Recommendation 3: Small Animal-Friendly Culverts. Contra Costa County Department of Public Works should design culverts with consideration for wildlife passage. Culverts should be designed to provide conditions that minimize avoidance responses of species that may utilize the culvert for passage. Considerations may include but are not limited to: maintaining appropriate flow velocities for target species, maintaining an appropriate substrate, and/or installing wildlife shelving that can be attached to allow small animals to move through culverts when water is flowing. The County should use concepts outlined in the Measures to Reduce Road Impacts on Amphibians and Reptiles in California (Langston, T.E.S. & Clevenger, A.P., 2020), Wildlife Crossings Guidance Manual (Meese et. al., 2007) and/or the Federal Highway Administration (FHWA) Wildlife Crossing Structure Handbook Design and Evaluation in North America, (FHWA, 2011). CDFW recommends post-construction effectiveness monitoring for a minimum of five years. CDFW also

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recommends adaptive management if the design is not effective at providing wildlife passage.

COMMENT 2: Impacts to Roosting Bats, Including Pallid Bat

Issue: The IS/MND does not discuss potential Project-related impacts to bat species, including pallid bat (*Antrozous pallidus*). The Special-Status Wildlife Species Habitat Evaluation (Table 2, Appendix B) indicates that there is no suitable habitat for pallid bat present on the Project site; however, the Project site contains anthropogenic structures and oak woodland habitat that could potentially support pallid bat or other bat species. Project-related impacts to roosting bats may therefore still be *potentially significant*.

Specific impact: Removal of potential roost habitat within the Project site, such as trees or culverts, may result in the direct mortality of bats if they are present within the refugia but are undetected at the time of removal. Project-related disturbances to maternity roosts may result in roost abandonment, reduced reproductive success, or loss or reduced health or vigor of young, while disturbances to hibernation roosts may reduce the survival of bats by causing them to deplete their energy reserves from repeated waking or by forcing them to expend critical energy on evasion and location of a suitable replacement roost. Project-related disturbances may also prevent bats from accessing roosting habitat during construction, and Project implementation may result in the permanent loss of roosting habitat for bat species.

Why impact would occur: The Project proposes to remove approximately 27 trees to prepare the site for construction. Additionally, one 36-inch corrugated metal pipe culvert will be filled and abandoned, and two corrugated metal pipe culverts will be replaced with steel casing pipes. The Project site is within the current range of several species of North American bats, including pallid bat, a State Species of Special Concern. Pallid bats have been documented using a variety of roosting sites, including live trees, snags, and anthropogenic structures (Baker et. al., 2008).

Even low levels of human disturbance during the maternity season can cause mothers to abandon roost sites, which may result in the mortality of young bats (Beck & Rudd, 1960). Pallid bats in particular are highly sensitive to maternity roost disturbances, and mothers will often move roosts if disturbed (Beck & Rudd, 1960). Due to low reproductive rates and sensitivity of breeding females to disruption, maternity colonies affected by human activities that temporarily reduce fecundity or result in mortality may require multiple years to recover following disturbance events (Caltrans, 2019). Similarly, disturbance to hibernating bats or bats that have entered torpor during the winter can result in mortality. Many bat species hibernate or enter torpor to conserve energy at a time when resources are scarce, and repeated

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arousal during hibernation or torpor can deplete energy reserves and reduce survival (O'Shea et. al., 1977; Boyles & Brack, 2009).

Evidence impact would be significant: Project activities that may result in the mortality of bats, such as the removal of occupied bat roosts or disturbance that causes the loss of a maternity colony or hibernating colony, may be considered "take" under California Fish and Game Code (Fish & G. Code, § 86). Bats are considered non-game mammals and are afforded protection by State law from take and/or harassment (Fish & G. Code, § 4150; Cal. Code of Regs, § 251.1). Furthermore, pallid bat is an SSC, a status which qualifies it as a rare, threatened, or endangered species under CEQA (CEQA Guidelines, § 15380).

To reduce impacts to less-than-significant: CDFW recommends that the IS/MND is revised to include an evaluation of potential Project-related impacts to roosting bats, including pallid bat, and recirculated. To help mitigate Project-related impacts to a less-than-significant level, CDFW recommends the inclusion of the following potentially feasible mitigation measures:

*Removal of Potential Tree Roosts. Prior to conducting woody vegetation modification or tree removal, the qualified biologist shall survey trees within the Project site for potential bat roosting habitat (e.g. dense foliage, cracks, crevices, exfoliating bark). The qualified biologist shall flag or mark all trees with potential roosting habitat, and the removal or modification of trees with potential roosting habitat shall be restricted to the periods from **March 1 through April 15** and **August 31 through October 15**. To ensure that bats have left potential roosting trees, trees with potential roosting habitat shall be removed over the course of two days. On the first day, limbs shall be removed in the late afternoon. This disturbance should cause potentially roosting bats to seek other roosts during their nighttime foraging. The remainder of the tree can then be removed on the second day as late in the afternoon as feasible.*

*Removal of Potential Structural Roosts. The Project shall avoid removal of all potential bat roosting habitat during bat maternity season (April 15 – September 1) and hibernation season (October 15 – March 1). If these seasonal windows cannot be avoided, a qualified biologist shall conduct visual surveys for bats of any potential roosts, as well as daytime and evening acoustic surveys, no more than **14 days** prior to removal of potential habitat. If bats are found or suspected to be roosting within the Project site, the qualified biologist shall identify the species, estimated quantity present, roost type, and roost status. The qualified biologist shall avoid disturbing bats during surveys. Under no circumstances shall an active maternity roost be removed or disturbed.*

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Removal of refugia shall not be performed under any of the following conditions: during any precipitation events, when ambient temperatures are below 4.5 degrees Celsius, when windspeeds exceed 11 miles per hour, and/or any other condition which may lead to bats seeking refuge.

Roosting Bat Avoidance and Mitigation. If bats are found to be roosting within the Project site, the qualified biologist shall develop a Bat Mitigation and Monitoring Plan, which shall include: (1) an assessment of all direct and indirect Project impacts to bats based on survey results; (2) effective avoidance and minimization measures to protect bats based on species and roost type(s) to be impacted; (3) compensatory mitigation for permanent impacts to maternity roosts if impacted. Compensatory mitigation shall be appropriate for the species impacted and commensurate with the impacts, and may include installation of replacement habitat on-site (e.g. bat boxes) on a temporary and permanent basis. The Bat Mitigation and Monitoring Plan shall describe any monitoring and maintenance activities necessary to ensure compensatory habitat remains effective.

COMMENT 3: Impacts to Special-Status Raptors, including Golden Eagle, Bald Eagle, and White-Tailed Kite

Issue: The IS/MND does not evaluate potential Project-related impacts to golden eagle, bald eagle, or white-tailed kite. Mitigation Measure BIO-1g, which proposes mitigation for impacts to nesting birds, is insufficient to protect special-status raptor species from potential Project-related impacts. Project-related impacts to special-status raptors may therefore still be *potentially significant*.

Specific impact: The Project proposes to install new culverts using pipe ramming and jack-and-bore methods, which will generate noise and visual disturbances that could potentially disturb nesting birds within range of the Project site. The Project also proposes to remove approximately 27 trees from the Project site. Though the trees to be removed may not consist of preferred nesting habitat for golden eagle, bald eagle, or white-tailed kite, their removal could potentially remove a visual barrier to nests outside of the Project site, which may leave nests adjacent to the Project site more vulnerable to visual disturbance. Project activities including ground disturbance, operation of heavy machinery, and the movement of workers may generate noise or visual disturbances which may in turn result in nest abandonment, reduced reproductive success, or loss or reduced health or vigor of eggs or young. If nesting birds occur within the Project site and are undetected during surveys, Project activities including tree and vegetation removal may inadvertently crush, destroy, or remove active nests.

Why impact would occur: The Project site is located within the yearlong range of golden eagle and white-tailed kite, and within the winter range for bald eagle

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(CDFW, 2021). The San Pablo Reservoir is located 0.3 miles to the east of the Project site and adjacent grassland and woodland habitat may provide habitat for bald eagle, golden eagle, or white-tailed kite. There is one California Natural Diversity Database (CNDDDB) record of golden eagle and one CNDDDB record of bald eagle within 5 miles of the Project site, and one historic bald eagle nest site within 1.5 miles of the Project site with multiple years of observations (CDFW, 2025). Eagles and other raptors are highly sensitive to disturbance at the nest site (Driscoll, 2010).

Evidence impact would be significant: Take of nesting birds, birds in the orders Falconiformes or Strigiformes, and migratory nongame bird as designated in the Migratory Bird Treaty Act is a violation of Fish and Game Code (§ 3503, 3503.5, 3513).

White-tailed kite, bald eagle, and golden eagle are State Fully Protected species (Fish & G. Code § 3511). The bald eagle is also an endangered species pursuant to CESA (Fish & G. Code § 2050). Consistent with CEQA Guidelines, the status of each qualifies white-tailed kite, bald eagle, and golden eagle as endangered, rare, or threatened species under CEQA (CEQA Guidelines, § 15380). If white-tailed kite, bald eagle, or golden eagle are injured or killed as a result of Project implementation, the Project may result in a substantial reduction in the number or restriction in the range of a threatened species or endangered species, which is considered a Mandatory Finding of Significance pursuant to CEQA Guidelines section 15065, subdivision (a)(1).

To reduce impacts to less-than-significant: CDFW recommends that the Pre-Construction Surveys for Active Nests and Buffer Zone for Active Nests sub-measures of Mitigation Measure BIO-1g (p. 34) are updated to reflect the following potentially feasible mitigation measures:

Pre-Construction Surveys for Active Nests. If the proposed Project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to September 15), pre-construction nesting bird surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) and survey results presented to the County, for submittal to CDFW. The minimum survey radii surrounding the work area shall be the following: (1) 250 feet for non-raptors; (2) 1,000 feet for raptors; and (3) a one-mile radius of the Project site for golden eagle and bald eagle.

Buffer Zone for Active Nests. Any active nests shall have an appropriately sized protective buffer to protect the bird's normal bird behavior to prevent nesting failure or abandonment. Typical protective buffers are as follows: i) 1,000 feet for large raptors such as buteos, ii) 500 feet for smaller raptors such as accipiters, iii)

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250 feet for passerines, and iv) one mile for golden eagle or bald eagle. Project activities within the protective buffers shall be prohibited until the nesting season has concluded and young have fully fledged, unless otherwise modified and authorized by CDFW in writing. No project personnel or equipment shall be allowed to enter the protective buffer until a Qualified Biologist determines that the young have fully fledged and will no longer be adversely affected by the project. A Qualified Biologist shall observe any identified active nests prior to the start of any construction-related activities to establish a behavioral baseline of the adults and any nestlings, and all active nests should be continuously monitored by a biologist during construction activities to detect any signs of disturbance and behavioral changes as a result of the project. If signs of disturbance and behavioral changes are observed, work shall cease and the protective buffer shall be increased.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to the CNDDDB. The CNDDDB field survey form can be filled out and submitted online at the following link: <https://wildlife.ca.gov/Data/CNDDDB/Submitting-Data>. The types of information reported to CNDDDB can be found at the following link: <https://www.wildlife.ca.gov/Data/CNDDDB/Plants-and-Animals>.

ENVIRONMENTAL DOCUMENT FILING FEES

The Project, as proposed, would have an impact on fish and/or wildlife, and assessment of environmental document filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the environmental document filing fee is required in order for the underlying project approval to be operative, vested, and final (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code, § 711.4; Pub. Resources Code, § 21089).

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND to assist Contra Costa County Department of Conservation and Development in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Torrey Soland, Environmental Scientist, at (707) 266-2878 or

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January 2, 2026
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Torrey.Soland@wildlife.ca.gov; or Sara Kern, Senior Environmental Scientist (Supervisory), at (916) 531-4465 or Sara.Kern@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Erin Chappell
Erin Chappell
Regional Manager
Bay Delta Region

cc: Office of Land Use and Climate Innovation, State Clearinghouse, Sacramento

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Contra Costa County
Public Works
Department

Warren Lai, Director
Deputy Directors
Stephen Kowalewski, Chief
Allison Knapp
Sarah Price
Carrie Ricci
Joe Yee

January 27, 2026

Torrey Soland
California Department of Fish and Wildlife
Bay Delta Region
2825 Cordelia Road, Suite 100 Fairfield, CA 94534

RE: San Pablo Dam Road Storm Drain and Pavement Repair Project
SCH No.: 2025120302
Project No.: 0672-6U6265

Dear Ms. Soland:

This letter addresses your comment letter dated January 2, 2026. Please see below for responses:

Comment 1: Culverts May Impede Wildlife Passage

Response: Item d of the Biological Resources section of the IS/MND analyzes impacts to movement of native resident or migratory fish or wildlife species or established native resident, or migratory wildlife corridors, or wildlife nursery sites.

As stated in the IS/MND, based on the CDFW Essential Connectivity Areas geospatial data set, which uses habitat modeling to identify areas of land with value as wildlife corridors, the project site is in an area defined as having limited connectivity opportunities due to San Pablo Dam Road. However, the County acknowledges CDFW comment that small terrestrial and aquatic wildlife could use the culvert system. With that, CDFW comments that decrease of the 72-inch-diameter dual culvert pipes to 66 inches could reduce flow capacity which may result in increased flow velocity that could pose a wildlife barrier.

A new 48-inch diameter culvert will be installed south of the dual culverts which will compensate for the reduced hydraulic capacity. The existing 36-inch diameter culvert north of the dual culverts to be abandoned functions solely as an overflow pipe and does not contribute hydraulic capacity until a larger storm event overtops into the inlet.

The three-line culvert system will convey flow during smaller storm events system such that reduced flows in each pipe would result in less velocity under the same flow conditions of the existing system. Therefore, the County considers the proposed design better or equivalent to the existing system with regards to hydraulics and wildlife passage. With regards to CDFW recommendations, the County's consultant evaluated the biological resources in the area as reported in the Caltrans Natural Environment Study-Minimal

Impacts (NES-MI) report and conducted hydraulic analysis to ensure the proposed design is consistent with the hydraulics of the existing culvert system to withstand a 100-year peak flood flow event without compromising the proposed culvert system. The County recognizes the importance of wildlife passage and will evaluate feasibility of design elements including but not limited to wildlife shelves to support amphibian/reptile passage through the culverts. However, given the emergency nature of the project and site constraints, full implementation of these features may not be possible.

Mitigation Measures BIO-1b, BIO-1c, BIO-1d, BIO-1e, and BIO-1f will be implemented to avoid impacts to listed amphibians and reptiles during construction.

Comment 2: Impacts to Roosting Bats, Including Pallid Bat

Response: Item a of the Biological Resources section of the IS/MND asks if the project would 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 Wildlife or United States Fish and Wildlife Service. There were two bat species identified that met these criteria – Pallid Bat and Townsend’s Big-eared Bat. Both species were analyzed for potential to occur in the NES-MI report prepared for Caltrans and it was determined that while there is marginally suitable habitat present, there is low potential for their presence given the lack of visible evidence of bats such as guano/staining during environmental assessments. Furthermore, CNDDDB occurrences of these species within 5-miles were over 60 years old.

Nevertheless, the County has notified CDFW of the project and a draft Lake and Streambed Alteration Agreement has been issued to the County which includes recommended mitigation measures (pre-construction surveys, work window restrictions on certain activities, and submission of a Bat Mitigation and Monitoring Plan if findings indicate bats are roosting on-site). Inclusion of these measures protects all bat species.

Mitigation Measure BIO-2a in the IS/MND states that a Streamed Alteration Agreement will be obtained prior to construction, and all mitigation measures imposed by CDFW will be implemented.

Comment 3: Impacts to Special-Status Raptors, including Golden Eagle, Bald Eagle, and White-Tailed Kite

Response: Mitigation Measure BIO-1g of the IS/MND requires pre-construction surveys for nesting birds within 7 days prior to the start of ground or vegetation disturbance. This measure gives a general recommendation of buffer zones for active nests that were previously approved and required by CDFW including 250 feet for non-listed passerines, and 500 feet for non-listed raptors. The measure also states that the buffer would be determined by the qualified Biologist, in consultation with CDFW. These

buffer determinations take the specific nesting pair's biology into consideration including species, baseline disturbance exposure, project activities, visual line of sight to project activities, and signs of nest disturbance. **Mitigation Measure BIO-1g** will be edited for clarity to expand the survey buffer for large raptors to 1000 feet, and for bald and golden eagles to any areas within 1-mile of the project site if visible from the project.

Upon evaluation of CDFW's comments and preparation of these responses, the County, as the CEQA lead agency for the project, has determined that recirculation is not required pursuant to California State Code 15073.5 (c) circumstances 1) and 4):

- 1) Mitigation measures are replaced with equal or more effective measures pursuant to Section 15074.1.
- 4) New information is added to the negative declaration which merely clarifies, amplifies, or makes insignificant modifications to the negative declaration.

Thank you for providing comments on behalf of CDFW. Should you have any questions, please contact me at shravan.sundaram@pw.cccounty.us or (925) 812-7702.

Sincerely,



Shravan Sundaram
Environmental Analyst II
Environmental Services Division

SRS:

Attachment B: Public Review Draft IS/MND

**Department of
Conservation and
Development**

30 Muir Road
Martinez, CA 94553

Phone:1-855-323-2626

**Contra
Costa
County**



John Kopchik
Director

Jason Crapo
Deputy Director

Deidra Dingman
Deputy Director

Ruben Hernandez
Deputy Director

Gabriel Lemus
Deputy Director

December 5, 2025

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

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 Contra Costa County Department of Conservation and Development, Community Development Division, has prepared an initial study evaluating the potential environmental impacts of the following project:

- 1. Project Title:** San Pablo Dam Road Storm Drain and Pavement Repair Project
- 2. County File Number:** CP# 23-19, Project No. 0672-6265
- 3. Lead Agency:** Contra Costa County, Department of Conservation and Development
- 4. Lead Agency Contact Person:** Syd Sotoodeh, Senior Planner
(925) 655-2877
syd.sotoodeh@dcd.cccounty.us
- 5. Project Location:** On San Pablo Dam Road approximately 1.2 miles east of Wildcat Canyon Road and approximately one mile northwest of Orinda in unincorporated Contra Costa County. Assessor's Parcel Number: 267-040-002
- 6. Applicant:** Contra Costa County Public Works Department
Contact: Shravan Sundaram, (925) 313-2366

7. Description of Project:

Construction Overview

Construction of the proposed project is expected to begin in 2026 and last approximately 115 working days and take one construction season between May 2026- December 2026. Standard construction equipment would be used, including but not limited to: excavators, graders, scrapers, loaders, etc. Portable construction trailers would be placed on-site. Dewatering equipment would be used. Construction activities would be generally limited to the hours between 7:00 a.m. and 6:00 p.m. Night work would be allowed to ensure projects can be constructed prior to the rainy season.

Staging and Access

Staging areas have been proposed and evaluated for environmental resources. Staging would take place at the culvert's inlet and outlet. Access to the inlet is available through the fire access route and access to the outlet is available through Old San Pablo Dam Road. Additional staging area is available along Old San Pablo Dam Road, and the boat ramp located 0.3 miles north of the outlet. San Pablo Dam Road will remain open for traffic throughout the project. Standard traffic control measures would be employed during construction activities, and emergency vehicles will have access at all times. Temporary construction easements from East Bay Municipal Utility District (EBMUD) would be required for access to the storm drain system, proposed staging areas, and other construction access.

Site Preparation

Tree removal will be limited to what is necessary to construct the proposed project. Approximately 27 trees, including California bay, Arroyo willow, Coast live oak, and Blue elderberry will be removed around the inlet to create space necessary for pipe ramming, and at the outlet where the concrete flume will be reconstructed. Vegetation within the work area will be cleared and grubbed as needed. In addition, a cattle fence will be installed along the fire trail to allow grazing to continue while keeping cattle away from the project site.

Demolition

Construction would first require demolition of the existing inlet and outlet headwalls. The existing inlet headwall size is approximately 40' x 10' and the existing outlet is approximately 30' x 10'. Demolition of the existing roadway will occur to depth needed for stabilization of the roadway prior to restoration of the roadway.

Installation and Repair of Culvert System

The two existing 72-inch corrugated metal pipes would be replaced through pipe ramming with 66-inch steel casing pipes through the existing alignment. A pneumatic hammer delivers percussive blows to the rear of the steel pipe, driving it forward. The steel pipe is equipped with a cone-shaped head to help navigate angular deflections, reduce friction, and expand the deformed CMP into a more circular cross-section through outward diametral pressure. To maintain consistent alignment, the cone-shaped head will also be pulled with a pulley system from the downstream end. This project involves ramming approximately 410 linear feet in total (205 feet in each direction). The steel casings, fabricated in 20-foot sections, are expected

to be installed at a rate of one section per day. After each section is driven, another is positioned, welded to the preceding casing, and the process continues until the full length is completed. Since the existing dual 72-inch system will be reduced to a dual 66-inch system, an additional 48-inch culvert will be installed by jack and bore on the south side to compensate for the reduced hydraulic capacity.

The third culvert would be constructed using the jack and bore method where a boring machine would jack (push) a 48-inch casing pipe into the ground in segments while simultaneously removing soil using a rotating auger within the casing.

Grouting

The County performed geotechnical borings around the existing culverts, which revealed severally compromised soils surrounding the system. To ensure that the newly installed pipes are properly supported and embedded in competent material, contact grouting is required around the exterior of the pipes. This grouting will be performed from within the installed pipes, using port holes specifically manufactured for this project, through which the contractor will pump the grout material. Additional vertical compact injection grouting from the roadway will be required to stabilize compromised soils between the culvert and roadway surface.

Concrete Work (Headwall, Flume, Abandonment of 36" Overflow CMP)

The existing inlet and outlet headwalls will be removed to install the three culverts. Once the three pipes are placed, the proposed headwalls will be constructed around them. Additionally, the existing concrete flume will be reconstructed due to structural damage caused by tree root intrusion. The proposed flume will be designed to direct the flow of the three culverts into the existing inlet, which conveys the flow through Old San Pablo Dam Road. Lastly, the existing 36" CMP overflow pipe will be abandoned and capped in place with concrete slurry to prevent future use or void formation.

Roadway Rehabilitation

The roadway will be excavated and replaced with a new aggregate base (AB) and hot mix asphalt (HMA). The reconstruction effort will rehabilitate the roadway section and fill any underlying voids contributing to the settlement.

Site Clean-up and Restoration

All disturbed areas will be stabilized with best management practices following construction and restored to pre-project conditions through hydroseeding with a native seed mix and replanting approximately 50 trees.

8. Surrounding Land Uses and Setting:

The 0.76-acre project site consists of one Assessor's Parcel Number (APN) with APN 267-040-002 and is located within the *Briones Valley* United States Geologic Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 1 North, Range 3 West, Section 30 (Latitude 37.908789° and Longitude -122.231350°).

The project site is located on relatively steep terrain approximately 390 feet above mean sea level (amsl), where San Pablo Dam Road underlays an intermittent drainage that is fed by two ephemeral tributaries carrying storm water through two existing corrugated metal pipes.

The project site is within EBMUD-managed lands within a County General Plan Resource Conservation (RC) land use designation and within an Exclusive Agricultural (A-80) zoning district. Land uses include cattle grazing, recreational uses such as picnicking, hiking, fishing, boating, kayaking, and watershed, water quality, and wildlife management. The project site is surrounded by the San Pablo Reservoir boat launch and Inspiration Trail to the north, Old San Pablo Trail and the San Pablo Reservoir to the east, open space to the south, and Wildcat Canyon Road to the West. Overhead power lines are located directly west of the project site and a fire trail is situated to the northwest.

9. Determination:

An Initial Study for the proposed project identified potentially significant impacts in the environmental areas of air quality, biological resources, cultural resources, geology/soils, hazards & hazardous materials, tribal cultural resources, and wildfire. Environmental analysis determined that measures were available to mitigate potential adverse impacts to insignificant levels. As a result, a Mitigated Negative Declaration (MND) has been prepared pursuant to Public Resources Code Section 21080(c), 21064.5, and Article 6 of the California Environmental Quality Act (CEQA) Guidelines.

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

Prior to adoption of a Mitigated Negative Declaration, the County will be accepting comments on the Initial Study and Draft Mitigated Negative Declaration during a 30-day public comment period.

The initial study/draft mitigated negative declaration may be reviewed at the Contra Costa County Public Works Department, 255 Glacier Drive, Martinez, during normal business hours, or viewed online at the following link: <https://www.contracosta.ca.gov/4841/Public-Input>. All documents referenced in the reference index can be provided upon request.

Public Comment Period – The period for accepting comments on the adequacy of the environmental document will **begin Friday, December 5, 2025, and extend to 4:00 P.M., Monday, January 5, 2025** Any comments should be submitted in writing to the following:

Shravan Sundaram
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553
shravan.sundaram@pw.cccounty.us

The proposed Mitigated Negative Declaration will be considered for adoption at a meeting of the County Board of Supervisors. The hearing date before the County Board of Supervisors has not yet been scheduled. To confirm the Board date, please contact Shravan Sundaram at shravan.sundaram@pw.cccounty.us or directly at (925) 313-2366.

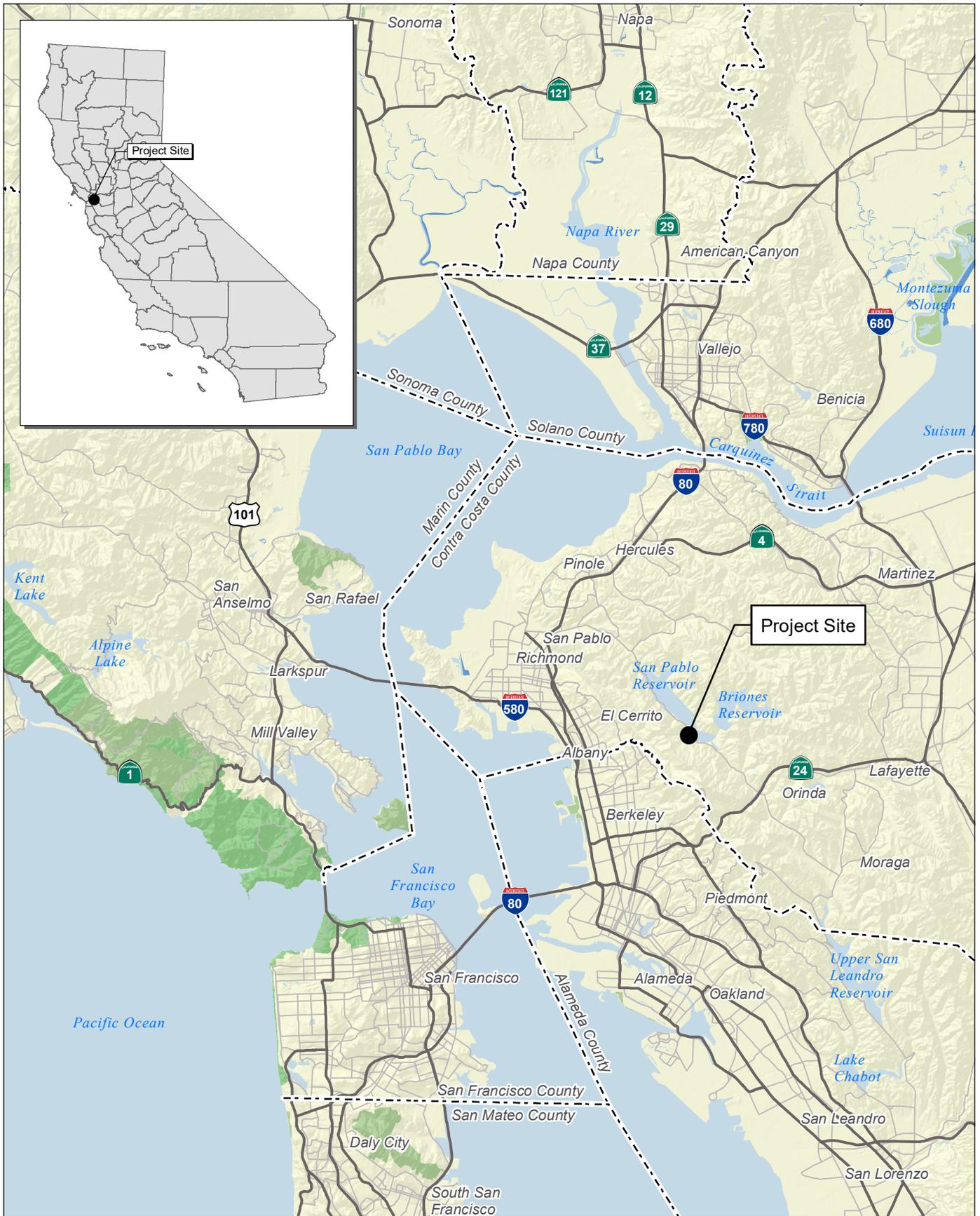
Sincerely,



Syd Sotoodeh
Senior Planner
Department of Conservation & Development

attch: Regional Location Map
Local Vicinity Map
Layout Plan

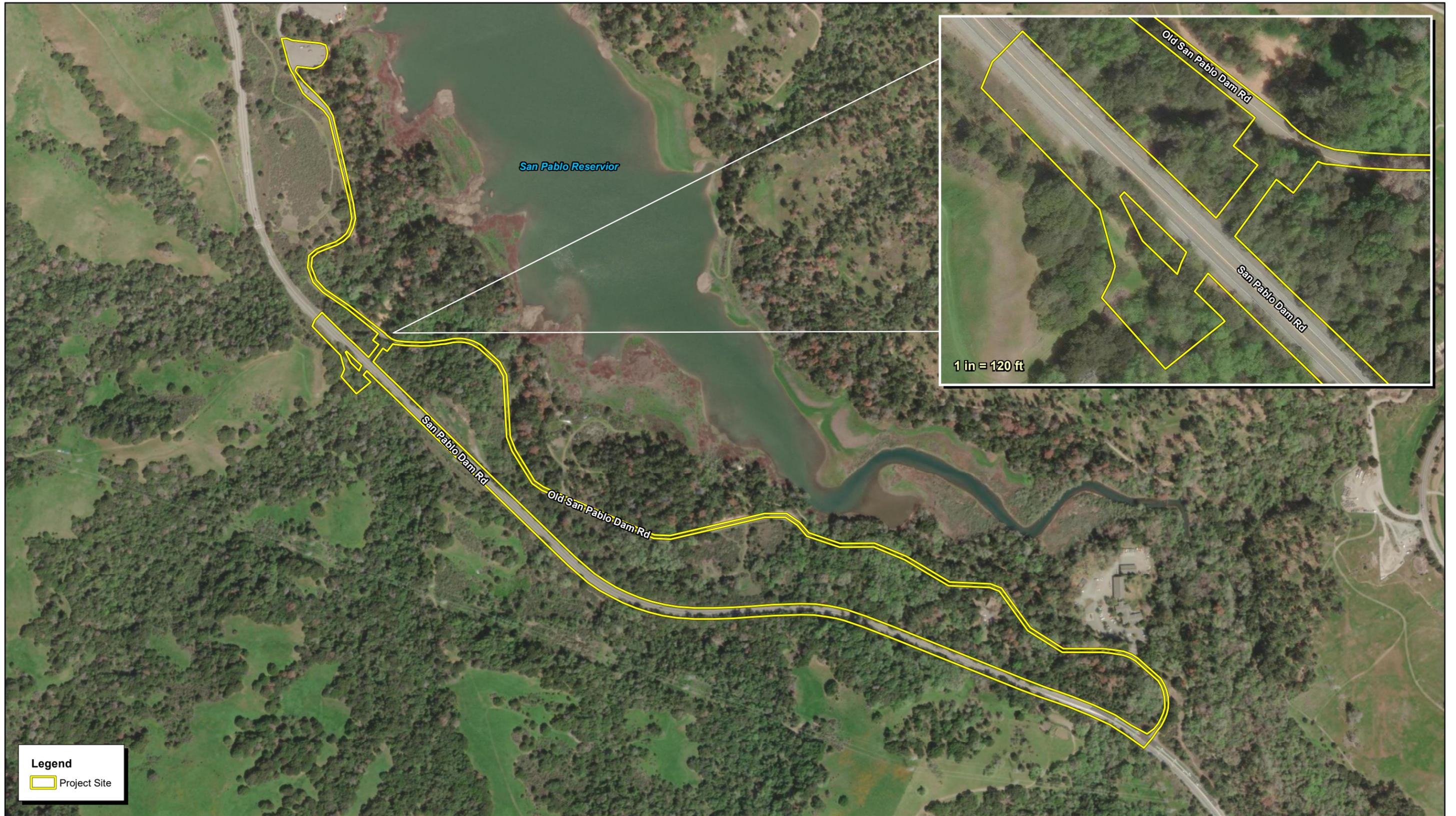
cc: County Clerk's Office (2 copies)
Adjacent Occupants and Property Owners



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



Figure 1
Regional Location Map



Source: ESRI World Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.

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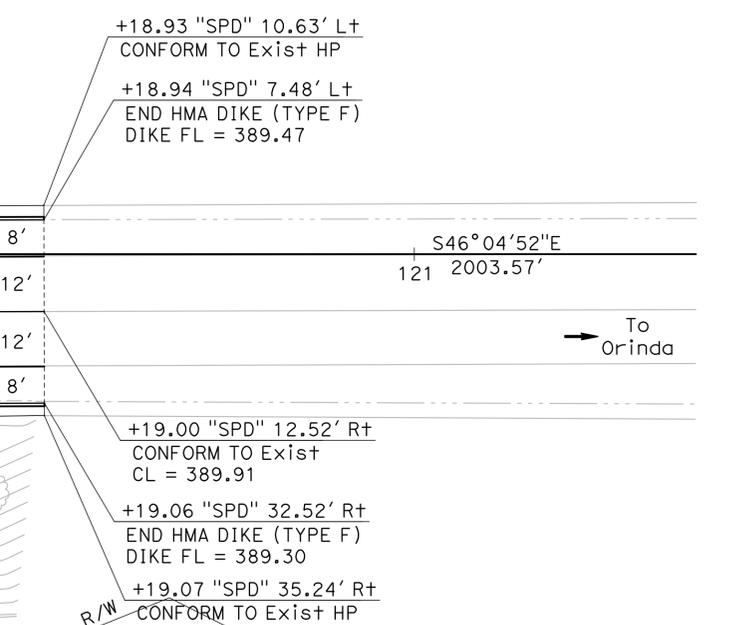
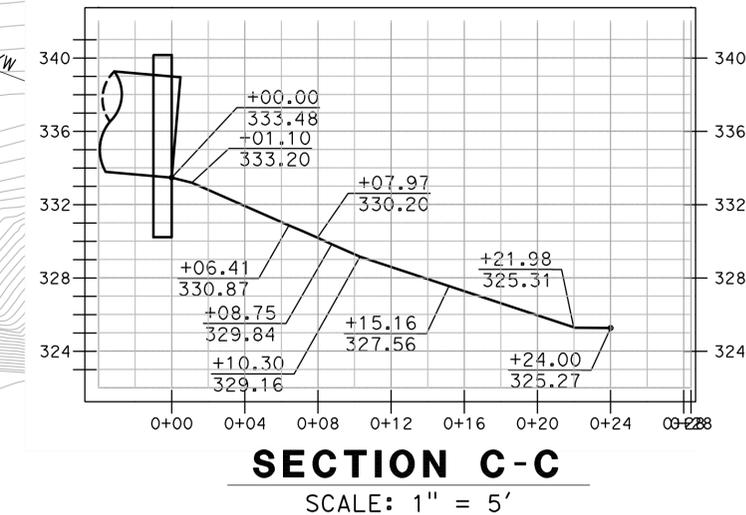
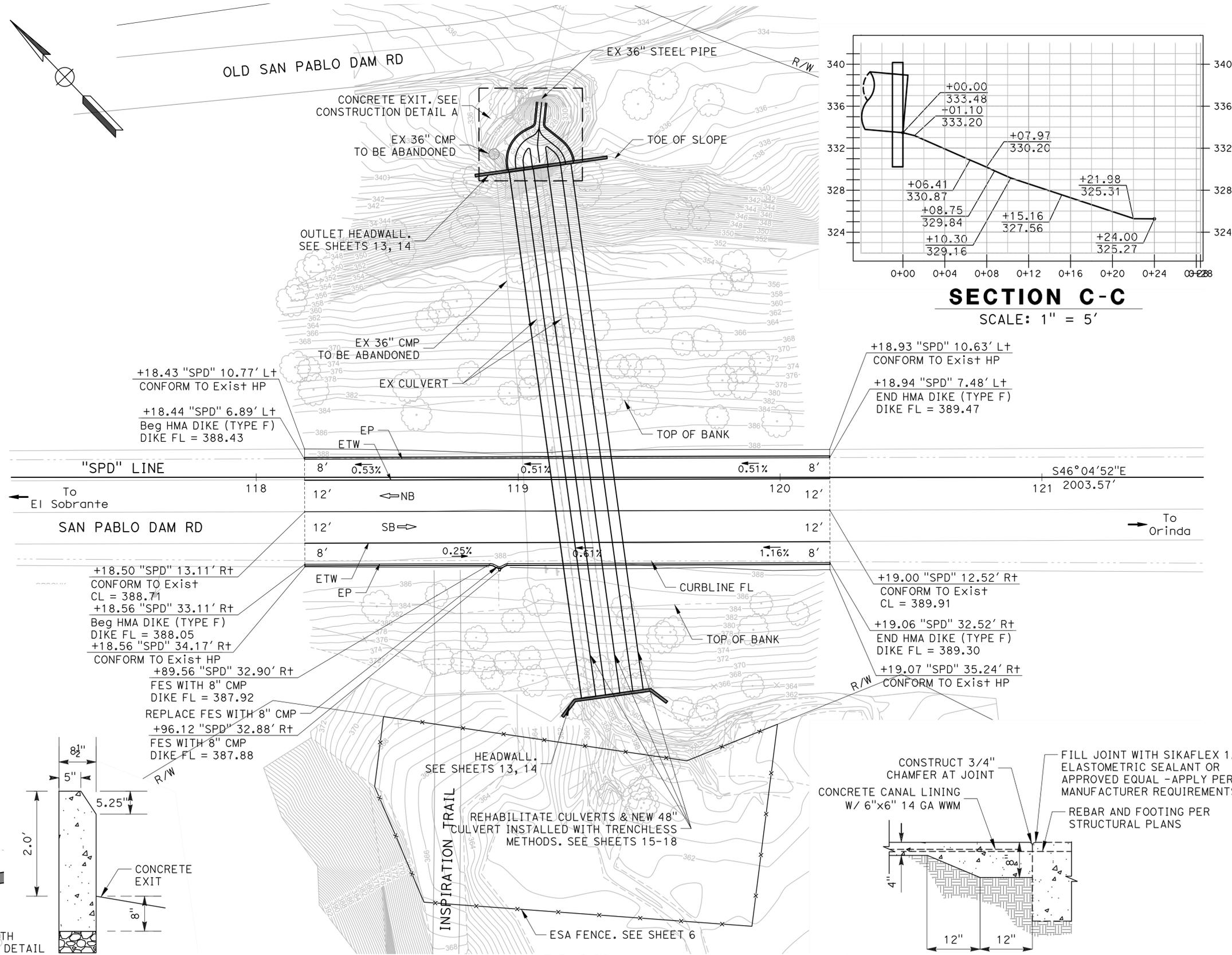
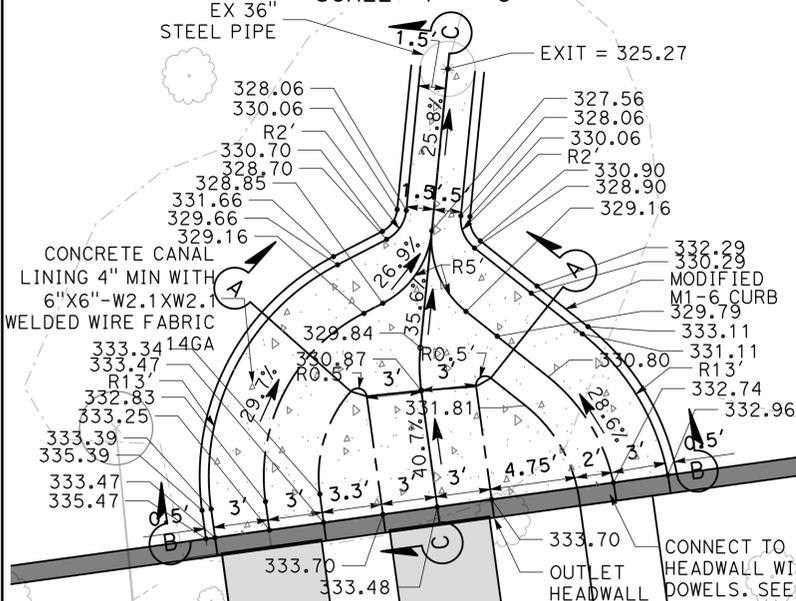
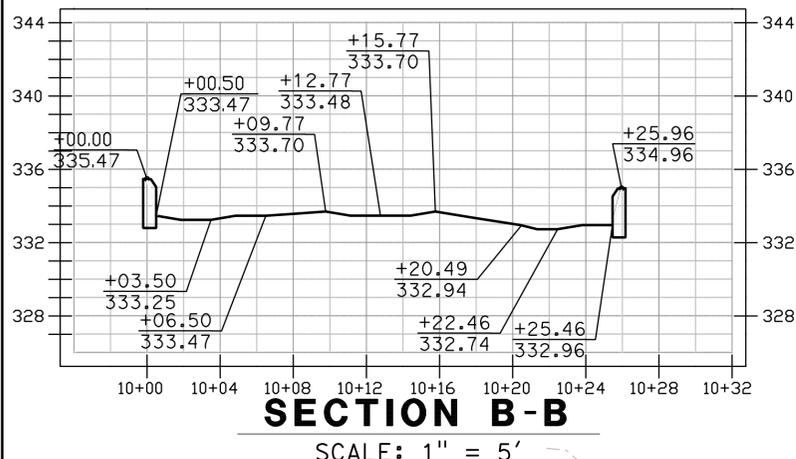
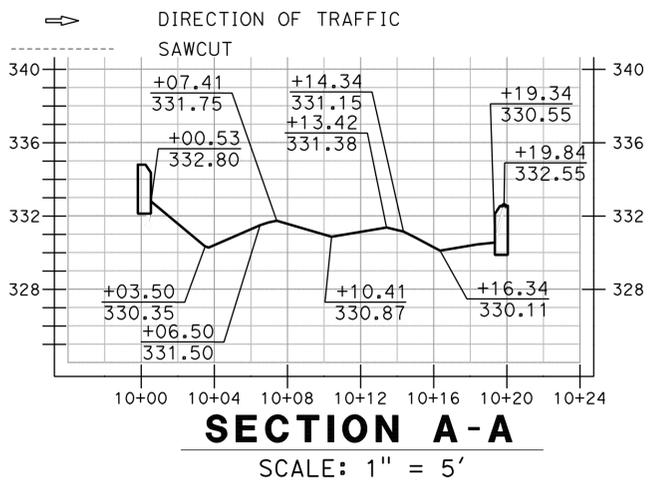
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Figure 2
Local Vicinity Map

NOTES:

- FOR ABBREVIATIONS AND SYMBOLS, SEE SHEET T-1.
- SEE DEMOLITION PLANS FOR LIMIT OF REMOVAL ITEMS.

LEGEND:



PLAN
SCALE: 1" = 20'

CONNECTION TO HEADWALL
SCALE: NTS

L-1

REVISIONS		
NO.	DESCRIPTION	BY DATE

DES.: J. HANLEY
DRAWN: J. BAI
CHKD.: M. BIANUCCI
DATE: 06-13-2025
SCALE: AS SHOWN
FLD. BK. ---

PROJECT ENGINEER
XX-XX-XXXX
PLANS APPROVAL DATE

MARK THOMAS
2121 N CALIFORNIA Blvd,
SUITE 260 WALNUT CREEK,
CA 94596

CONTRA COSTA COUNTY
PUBLIC WORKS DEPARTMENT
255 GLACIER DRIVE
MARTINEZ, CALIFORNIA 94553

95%
PLANS
DATED 11-14-2025

1" = 20'			SAN PABLO DAM RD STORM DRAIN AND PAVEMENT REPAIR	
LAYOUT PLAN			FILE NO.	SHEET OF
STATE PLANE NAD83 CALIFORNIA ZONE 3			XX-XX-XXXX	4 19

DATE PLOTTED => 14-Nov-25 TIME PLOTTED => 10:53 PLOTTED BY => bpham FILENAME => SPD - L.dwg



San Pablo Dam Road Storm Drain and Pavement Repair Project

Initial Study/Mitigated Negative Declaration

Contra Costa County, California

PREPARED FOR:



Contra Costa County

Department of Conservation and Development
30 Muir Road
Martinez, CA 94553
925.655.2700

Contact: Syd Sotoodeh, Senior Planner

PREPARED BY:

FirstCarbon Solutions

2999 Oak Road, Suite 250
Walnut Creek, CA 94597
925.357.2562

Contact: Mary Bean, Project Director
 Prathna Maharaj, AICP, Project Manager

December 2, 2025

CEQA ENVIRONMENTAL CHECKLIST FORM

Project Title: San Pablo Dam Road–Storm Drain and Pavement Repair
Project #0672-6U6265 CP# 23-19

Lead Agency Contact: Syd Sotoodeh, Senior Planner
Contra Costa County Department of Conservation and Development
30 Muir Road, Martinez, CA 94553
(925) 655-2877, syd.sotoodeh@dcd.cccounty.us

Contact Person and Phone Number: Shravan Sundaram, Environmental Analyst II,
Contra Costa County Public Works Department, Environmental Services
Division
(925) 812-7702, Shravan.Sundaram@pw.cccounty.us

Project Location: On San Pablo Dam Road approximately 1.2 miles east of Wildcat Canyon Road and approximately one mile northwest of Orinda in unincorporated Contra Costa County (Figure 1, Figure 2). Assessor’s Parcel Number: 267-040-002

Project Sponsor's Name and Address: Contra Costa County Public Works Department
255 Glacier Drive, Martinez, CA 94553

General Plan Designation: Resource Conservation (RC)
Contra Costa County 2045 General Plan

Zoning: Exclusive Agricultural District (A-80)

Description of Project:

The San Pablo Dam Road Storm Drain and Pavement Repair Project (proposed project) would rehabilitate the existing dual corrugated metal pipe storm drain culverts that were damaged in early 2023, resulting in gradual roadway settlement above the culvert system. The proposed project also includes installing a third culvert south of the existing culverts to restore hydraulic capacity beneath San Pablo Dam Road in Contra Costa County (County) (Figure 1, Figure 2). The proposed project would receive funding through the Federal Highway Administration (FHWA) Emergency Relief funds, which are anticipated to be managed through California Department of Transportation (Caltrans) Local Assistance.

Completing repairs to the original dual pipes and constructing the third pipe would require removing and replacing the current inlet and outlet headwalls to implement two trenchless culvert replacement methods of construction (Figure 3). The project site is located on relatively steep terrain consisting of an approximate 45-foot elevation gain from Old San Pablo Dam Road from the east to San Pablo Dam Road to the west. The existing culvert system conveys stormwater flows from both Baden Creek and Spring Creek. Runoff from these creeks converges along the west side of San Pablo Dam Road, where it is currently collected and directed into dual 72-inch pipes. The system conveys flows approximately 205 feet through the roadway embankment before discharging at the outlet on the east side of San Pablo Dam Road. From the outlet, flows enter a concrete flume that directs water into an existing 36-inch culvert system located between San Pablo Dam Road and Old San Pablo Dam Road. This system

conveys flows beneath Old San Pablo Dam Road, where they are discharged beyond the proposed project footprint and continue downstream into San Pablo Reservoir, located approximately 0.3 mile east of the project site. The reservoir is managed by the East Bay Municipal Utility District (EBMUD).

Demolition and Construction Activities

Construction of the proposed project is expected to begin in 2026 and last approximately 115 working days between May 2026 and December 2026. Standard construction equipment would be used, including but not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, casing oscillator, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure) would also be placed on-site. Dewatering equipment would be used, including but not limited to: coffer dams, pumps, and bypass lines. Construction activities would be generally limited to the hours between 7:00 a.m. and 6:00 p.m. Night work would be anticipated to ensure completion of proposed project construction prior to the rainy season.

Staging and Access: Staging areas have been proposed and evaluated for environmental resources. Staging would take place at the culvert's inlet and outlet. Access to the culvert inlet is available from the west side of San Pablo Dam Road via an existing fire trail route. Access to the culvert outlet is available through Old San Pablo Dam Road. Additional staging areas would be available along Old San Pablo Dam Road and the boat ramp located 0.3 mile north of the outlet. San Pablo Dam Road would remain open for traffic throughout the development of the proposed project. Standard traffic control measures would be employed during construction activities and emergency vehicles are anticipated to have access at all times. Temporary construction easements from EBMUD would be required for access to the storm drain system, proposed staging areas, and for other construction access.

Site Preparation: The proposed project would include the clearing, or removal, of vegetation within the project site, including trees. Tree removal would be limited to what is necessary to construct the proposed project. Approximately 27 trees including coast live oak (*Quercus agrifolia*), California bay (*Umbellularia californica*), California buckeye (*Aesculus californica*), pacific madrone (*Arbutus menziesii*), bigleaf maple (*Acer macrophyllum*), and arroyo willow (*Salix lasiolepis*) would be removed around the inlet to create space necessary for pipe ramming, and at the outlet where the concrete flume would be reconstructed. Additional vegetation within the work area would be cleared and grubbed as needed. Grubbing would include the removal of roots, stumps, and other underground material left behind after clearing. A cattle fence would be installed along the fire trail to allow grazing to continue while keeping cattle away from the project site.

Demolition: Construction would first require demolition of the existing inlet and outlet headwalls. The existing inlet headwall size is approximately 40 feet by 10 feet and the existing outlet is approximately 30 feet by 10 feet. Demolition of the existing roadway would occur to depth needed for stabilization of the roadway prior to restoration of the roadway.

Installation and repair of culvert system: The two existing 72-inch corrugated metal pipes would be replaced through pipe ramming with 66-inch steel casing pipes through the existing alignment. A pneumatic hammer would deliver percussive blows to the rear of the steel pipe, driving it forward. The steel pipe would be equipped with a cone-shaped head to help navigate angular deflections, reduce friction, and expand the deformed corrugated metal pipe into a more circular cross-section

through outward diametral pressure. To maintain consistent alignment, the cone-shaped head would also be pulled with a pulley system from the downstream end. The proposed project would include ramming approximately 410 linear feet in total (205 feet in each direction). The steel casings, fabricated in 20-foot sections, are expected to be installed at a rate of one section per day. After the installation of one section, another would be positioned and welded to the preceding casing. This process would continue until the full length is completed. Since the existing dual 72-inch system would be reduced to a dual 66-inch system, an additional 48-inch culvert would be installed by jack and bore on the south side to compensate for the reduced hydraulic capacity.

The third culvert would be constructed using the jack and bore method where a boring machine would jack (push) a 48-inch casing pipe into the ground in segments while simultaneously removing soil using a rotating auger within the casing.

Grouting: The County previously performed geotechnical borings around the existing culverts, which revealed compromised soils surrounding the culvert system. Contact grouting would be required around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in competent material. This grouting would be performed from within the installed pipes, using port holes specifically manufactured for the proposed project, through which the Contractor would pump the grout material. Additional vertical compaction injection grouting from the roadway would be required to stabilize compromised soils between the culvert and roadway surface.

Concrete Work (Headwall, Flume, Abandonment of 36-inch Overflow Corrugated Metal Pipe): The existing inlet and outlet headwalls would be removed to install the three culverts. Once the three pipes are placed, the proposed headwalls would be constructed around them. Additionally, the existing concrete flume would be reconstructed due to structural damage caused by tree root intrusion. The proposed flume would be designed to direct the flow of the three culverts into the existing inlet, which conveys the flow through Old San Pablo Dam Road. Lastly, the existing 36-inch corrugated metal pipe overflow pipe would be abandoned and capped in place with concrete slurry to prevent future use or void formation.

Roadway Rehabilitation: Approximately 10,000 square feet of roadway would be excavated and replaced with a new aggregate base and hot mix asphalt. The reconstruction effort would rehabilitate the roadway section and fill any underlying dips or voids contributing to the settlement.

Site Cleanup and Restoration: All disturbed areas would be stabilized following construction and restored to pre-project conditions through replanting of native trees and hydroseeding with a native seed mix.

Surrounding Land Uses and Setting:

The 0.76-acre project site consists of one Assessor's Parcel Number (APN) 267-040-002 and is located within the *Briones Valley, California* United States Geologic Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 1 North, Range 3 West, Section 30 (Latitude 37.908789° and Longitude -122.231350°).

Contra Costa County 2045 General Plan and Zoning Designations

The Contra Costa County 2045 General Plan (2045 General Plan) delineates the entirety of the project site having a land use designation of Resource Conservation (RC). The purpose of the RC land use

designation is to preserve ecologically significant and environmentally sensitive areas that allow land uses intended for resource management, and low-intensity agriculture and recreation with associated low-density structures while prohibiting land uses that increase density, including urban development and the establishment of subdivisions.

The project site is zoned as Exclusive Agricultural District (A-80). The A-80 zoning district permits all types of agriculture including general farming, horticulture, floriculture, livestock production, and forestry uses with associated structures intended for the storing of agricultural products and equipment, along with a detached dwelling where structures are only permitted on lots greater than 80 acres in size.

Environmental Setting

The project site is located on a segment of San Pablo Dam Road, which is a two-lane arterial roadway that provides connection from State Route (SR) 24 in Orinda, California in the south to El Sobrante, California and Interstate 80 (I-80) to the northwest. The project site is located on relatively steep terrain approximately 390 feet above mean sea level (AMSL), where San Pablo Dam Road runs over an intermittent drainage that is fed by two ephemeral tributaries (Baden Creek and Spring Creek) carrying stormwater through two existing corrugated metal pipes. Photos of the Biological Study Area (BSA) are included in Appendix B and locations of the photos are shown in Figure 4. Dense vegetation surrounds the project site, consisting of coast live oak, arroyo willow, and California bay woodland with an understory of native and non-native shrubs and herbaceous species (Figure 5). Non-native and ruderal vegetation are situated mostly within disturbed areas along the roadsides.

Stormwater from the intermittent drainage discharges into the San Pablo Reservoir located approximately 0.3 mile east of the project site. The San Pablo Reservoir currently holds approximately 19,810 acre-feet of water and its primary inflow is San Pablo Creek. San Pablo Reservoir is managed by EBMUD.

The project site is within EBMUD-managed lands that include recreational uses such as picnicking, hiking, fishing, boating, kayaking, along with watershed, water quality, and wildlife management. Specifically, the project site is surrounded by the San Pablo Reservoir boat launch and Inspiration Trail to the north, Old San Pablo Trail and the San Pablo Reservoir to the east, open space to the south, and Wildcat Canyon Road to the West. Overhead power lines are located directly west of the project site, and a fire trail is situated to the northwest. (Figure 2).

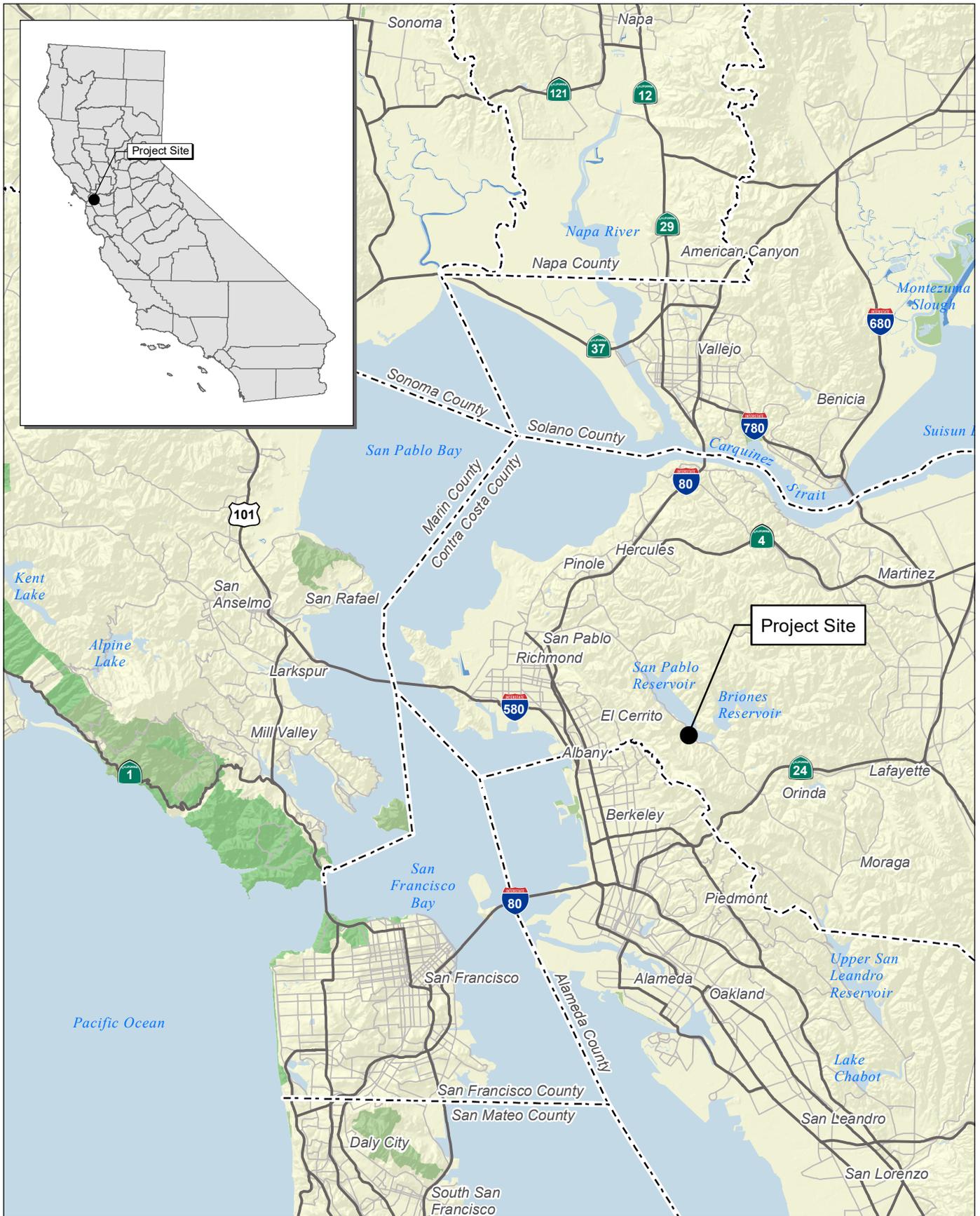
Other public agencies whose approval may be required (e.g., permits, financing, approval, or participation agreement). Please be advised that this may not be an exhaustive list and that approval may be required from other public agencies not listed here:

Agency	Approval
Contra Costa County Department of Conservation and Development	California Environmental Quality Act Compliance
California Department of Fish and Wildlife	Section 1602 Lake and Streambed Alteration Agreement
California Department of Transportation	National Environmental Policy Act Compliance
East Bay Municipal Utility District	Right-of-Way Agreement
San Francisco Regional Water Quality Control Board	Porter Cologne General Waste Discharge Notice of Applicability or Section 401 Certification
United States Army Corps of Engineers	Section 404 Permit

Additional permissions and real estate transactions may be necessary for the proposed project to be implemented.

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

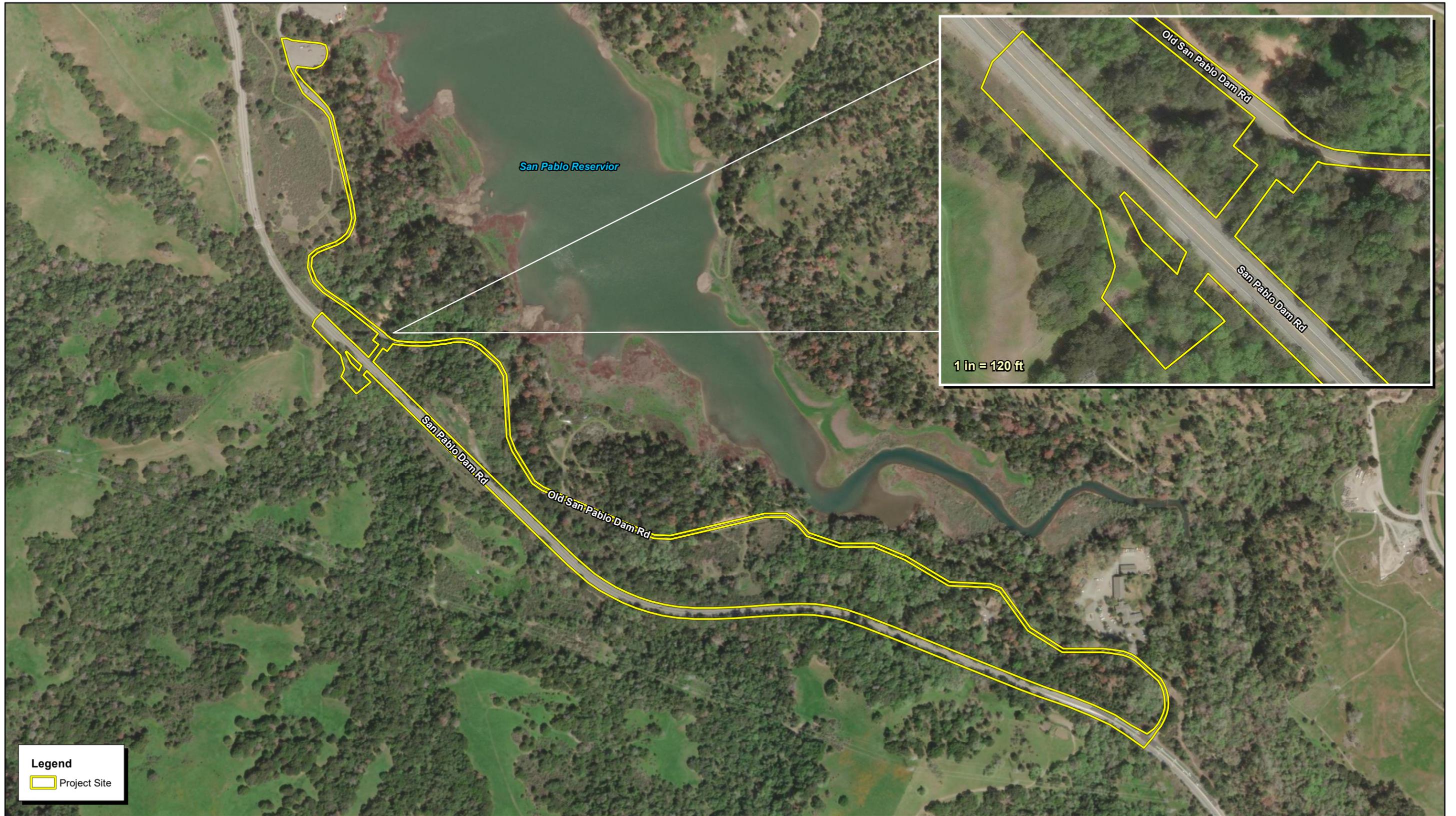
To initiate consultation, the County conducted outreach on June 5, 2025, to the Wilton Rancheria and the Confederated Villages of Lisjan Nation (CVLN) who have previously requested to be notified for projects within Contra Costa County. The Wilton Rancheria has not responded to consultation, while the CVLN requested consultation. The County consulted with the CVLN on methods for resource investigation, identification and avoidance, mitigation, and monitoring measures. Measures were agreed upon and consultation concluded on August 20, 2025. Therefore, consultation with Native American Tribes has occurred in relation to this project. As a courtesy, the County will provide a copy of this environmental document for the Tribe’s comments.



Source: Census 2000 Data, The California Spatial Information Library (CaSIL).



Figure 1
Regional Location Map



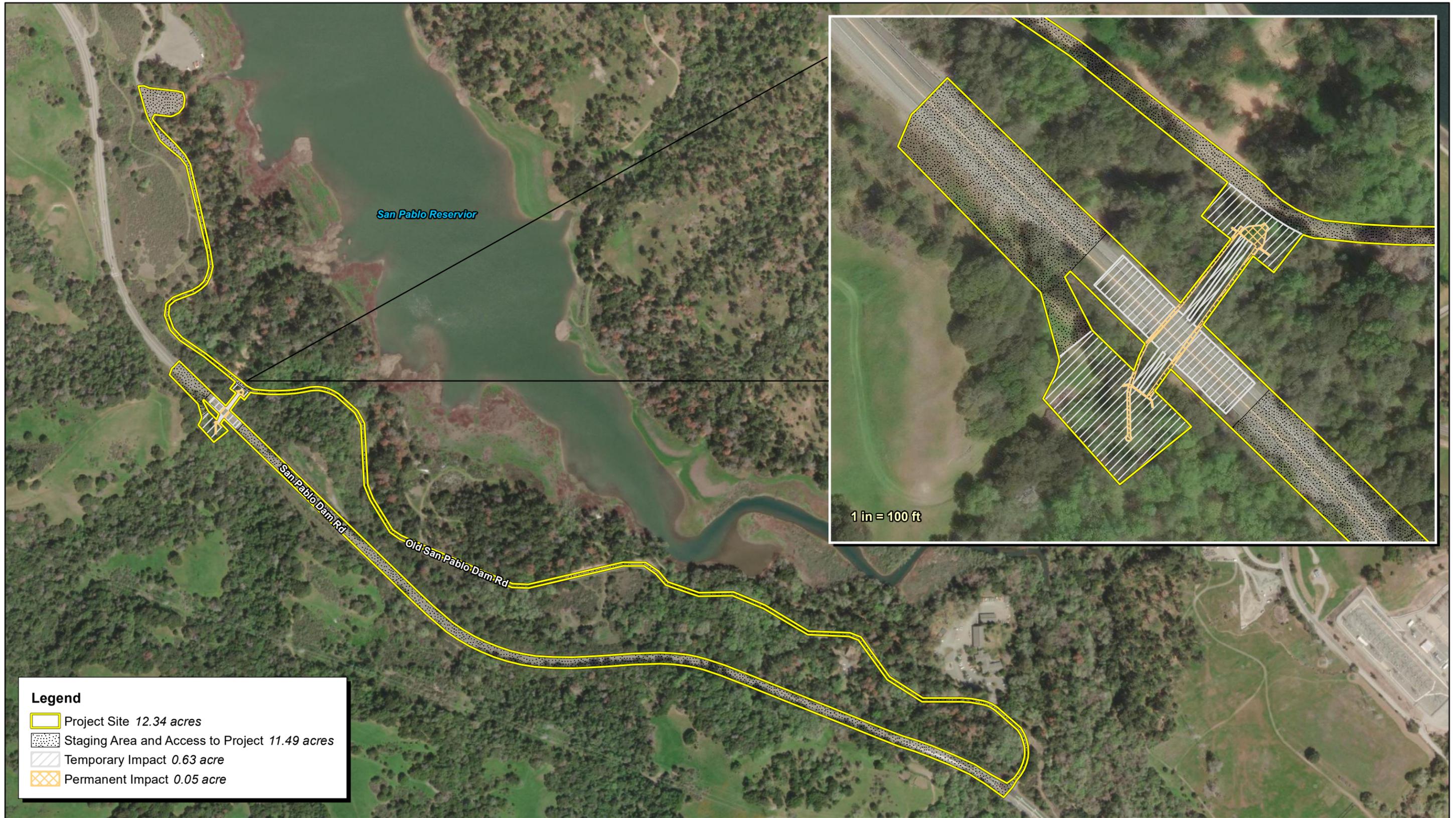
Source: ESRI World Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.

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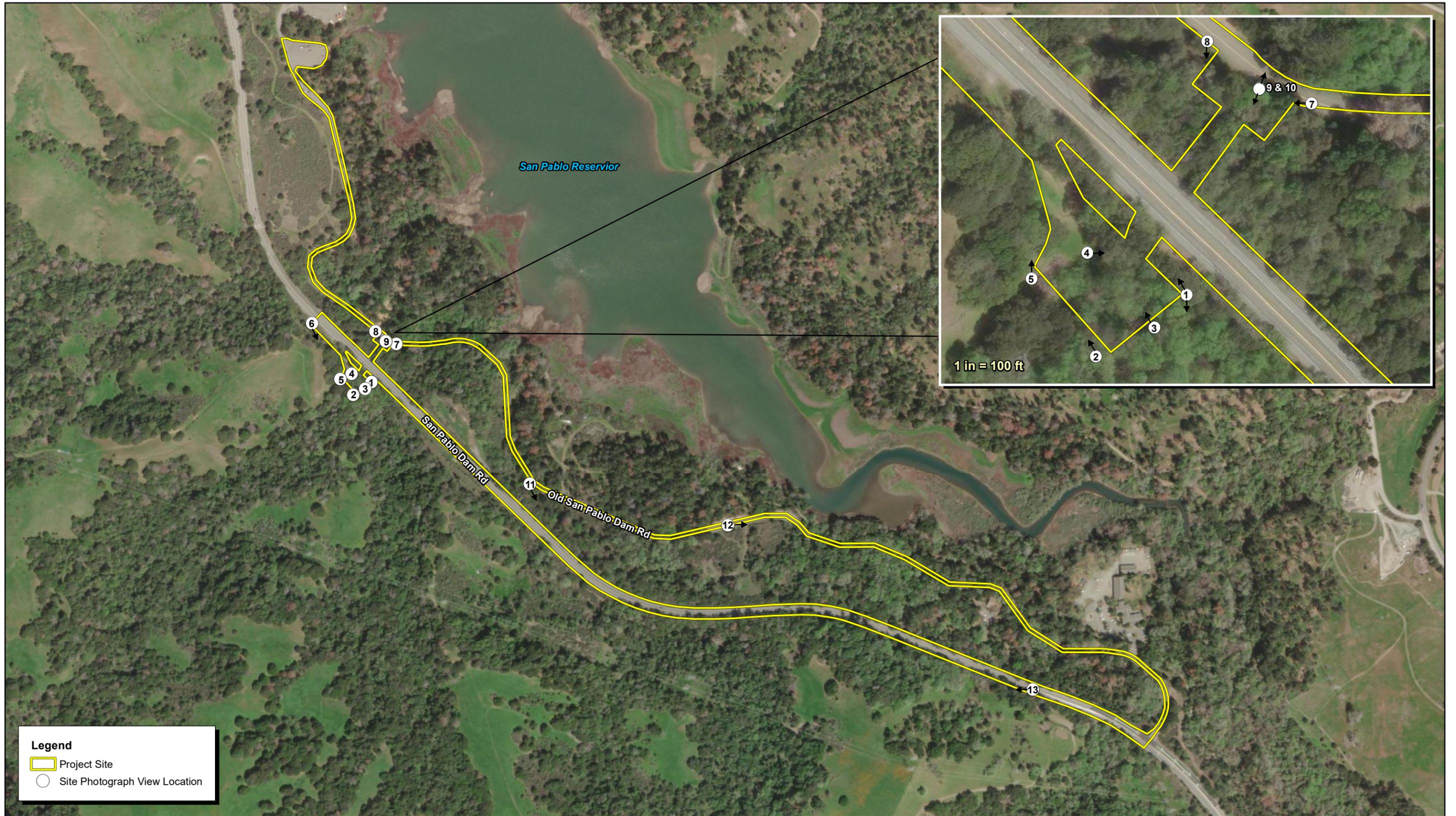
Figure 2
Local Vicinity Map



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



Figure 3
Impact Area



Legend

- Project Site
- Site Photograph View Location

Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.

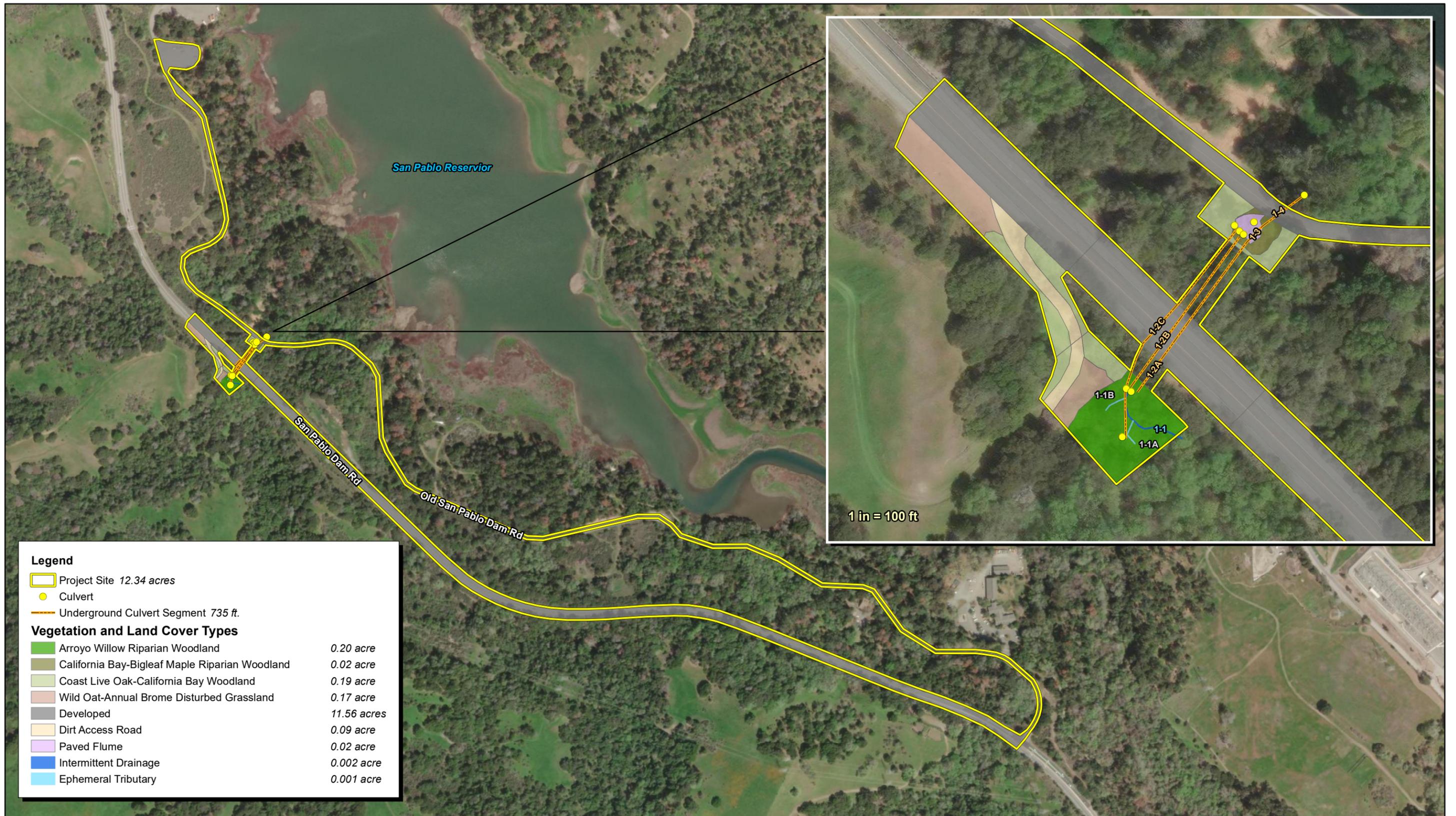
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Figure 4

Site Photograph Location Map

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
 SAN PABLO DAM ROAD - STORM DRAIN PAVEMENT REPAIR PROJECT
 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



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Figure 5
Vegetation and Land Cover Types

CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT
SAN PABLO DAM ROAD - STORM DRAIN PAVEMENT REPAIR PROJECT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Environmental Factors Potentially Affected					
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.					
<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture and Forestry Resources	<input checked="" type="checkbox"/>	Air Quality
<input checked="" type="checkbox"/>	Biological Resources	<input checked="" type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Energy
<input checked="" type="checkbox"/>	Geology/Soils	<input type="checkbox"/>	Greenhouse Gas Emissions	<input checked="" type="checkbox"/>	Hazards & Hazardous Materials
<input type="checkbox"/>	Hydrology/Water Quality	<input type="checkbox"/>	Land Use/Planning	<input type="checkbox"/>	Mineral Resources
<input type="checkbox"/>	Noise	<input type="checkbox"/>	Population/Housing	<input type="checkbox"/>	Public Services
<input type="checkbox"/>	Recreation	<input type="checkbox"/>	Transportation	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Utilities/Services Systems	<input checked="" type="checkbox"/>	Wildfire	<input type="checkbox"/>	Mandatory Findings of Significance
Environmental Determination					

On the basis of this initial evaluation:

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



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

December 2, 2025

Date

ENVIRONMENTAL CHECKLIST

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

SUMMARY:

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

Less Than Significant Impact: The General Plan Conservation, Open Space, and Working Lands Element defines scenic vistas as scenic ridges. Scenic ridgelines are identified in the 2045 General Plan for preservation purposes, with the Wildcat Canyon Road scenic ridgeline approximately 0.7 mile west of the project site. As determined by General Plan Policy COS-P12.3, development within 100 vertical feet of the top of designated scenic ridges and within 50 vertical feet of other visually prominent ridgelines is prohibited. The project site is not located on the Wildcat Canyon Road ridgeline and views of the ridgeline are not present from the project site. Further, the 0.7 mile distance from the proposed project site to Wildcat Canyon Road meets requirements under Policy COS-P12.3. The ridgeline is located southwest of the project site, and the project site may be visible from sporadic points along the ridgeline from the west, as well as other scenic vantage points to the east, including hiking trails managed by EBMUD and the San Pablo Reservoir.

While the proposed project would not construct any new structures, it would remove approximately 27 existing trees on the project site, which could diminish existing tree cover of San Pablo Dam Road and adjacent power lines from the east and could degrade the scenic quality of the ridgeline. However, the proposed project would not remove all trees within the project area and, as such, there would still be remaining trees to provide coverage of existing infrastructure. In compliance with 2045 General Plan Policy COS-P12.4, there would be no unnecessary vegetation removal in relation to the proposed project. Thus, views of the project site from the west are not anticipated to be substantially altered, as trees would remain. Further, the project site would be restored through hydroseeding of all disturbed areas and replacement planting of native trees after repair and installation of the culvert system is completed. With the revegetation of native species, including trees, the proposed project would not have a substantial adverse effect on a scenic vista, and impacts would be less than significant.

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

Less Than Significant Impact: The project site is not located in proximity to any Officially Designated or Eligible State Scenic Highways. The closest eligible State Scenic Highway is SR-24 in Orinda, California, approximately 3.4 miles south of the project site. The proposed project is not visible from SR-24 due to its distance and intervening development.

Although the proposed project would not damage scenic resources within a State Scenic Highway, the General Plan Conservation, Open Space, and Working Lands Element identifies locally significant scenic routes as public roadways that pass through picturesque natural landscapes, typically offering sweeping views of valleys or mountain ranges. 2045 General Plan Figure COS-12, Scenic Resources, identifies San Pablo Dam Road as a County-designated scenic route. The General Plan requires projects with the potential to significantly impact public views along a scenic route designated by the County to undergo a visual impact analysis (Policy COS-P12.8). The proposed project would restore views along the public right-of-way within San Pablo Dam Road through replanting of native vegetation, including trees, following construction.

Since the proposed project is not located on or adjacent to a State Scenic Highway and would restore the San Pablo Dam Road segment with new infrastructure and vegetation, the proposed project would not substantially damage scenic resources within a State Scenic Highway or a County-designated scenic route. Therefore, the proposed project would have a less than significant impact on State Scenic Highways or any locally designated scenic routes.

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

Less Than Significant Impact: The proposed project is located in unincorporated Contra Costa County and surrounded by undeveloped land intended for agricultural uses, recreational uses, and watershed management by EBMUD. As such, the proposed project is not located in an urbanized area and impacts pertaining to the visual character or quality of public views are assessed.

The proposed project is visible from public hiking trails managed by EBMUD that provide public views of the San Pablo Reservoir and hillsides to the east. Construction activities and tree removal could degrade the existing visual character and quality of public views by exposing San Pablo Dam Road and other utilities on the eastern side of the project site. However, the proposed project would not remove all trees within the project area. Because of the location of proposed tree removals and the relatively small project area, views of the project site from the west are not anticipated to be substantially altered as trees would remain. Thus, there would still be remaining trees to provide coverage of existing infrastructure. Additionally, the proposed project would be consistent with existing uses on the project site and would not introduce any new structures. Following completion of construction activities, the project site would be revegetated, including the replanting of trees, and returned to existing conditions. Therefore, the proposed project would not degrade the existing visual character or quality of public views and impacts would be less than significant.

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

Less Than Significant Impact: The project site is in an undeveloped area with minimal sources of light and glare. Existing sources of light and glare in the vicinity of the project site include vehicular traffic along San Pablo Dam Road. Although the proposed project would not install any stationary sources of light, construction activities could implement temporary construction lighting. In addition, construction of the proposed project would introduce temporary sources of light and glare from construction equipment, parked vehicles from construction workers, and encroachments onto San Pablo Dam Road. However, construction of the proposed project would be required to abide by California Code of Regulations Title 8, Section 1523 which contains nighttime highway construction lighting requirements, such as limiting lighting to an intensity intended to only cover the work zone while minimizing glare, such as installing temporary screens with mounted lamps below the top of the screen.

Operation of the proposed project would not result in new sources of light or glare, as the proposed project would not introduce any new structures, streetlights, or alter existing traffic conditions in a manner that could generate new or exacerbate sources of light and glare. Therefore, the proposed project would have a less than significant impact on light and glare.

Sources of Information

California Department of Transportation (Caltrans). Scenic Highways: California State Scenic Highways. Website: <https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 2: Planning Context. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84932/Chapter-2---Planning-Context-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

- 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 nonagricultural use?*

No Impact: The project site is located in an undeveloped area. The project is designated as Grazing Land on the California Important Farmland Map and is not considered Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. For this reason, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to nonagricultural use. No impact would occur.

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

No Impact: The project site is zoned as Exclusive Agricultural District (A-80) and is not under a Williamson Act Contract, as indicated by the State of California GIS Property Assessment interactive mapping tool. The proposed project is limited to repair and improvement of existing storm drainage infrastructure and would not introduce land uses that would conflict with the existing zoning. As such, the proposed project would not conflict with agricultural zoning or with a Williamson Act Contract. No impact would occur.

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

Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)?

No Impact: The project site is zoned as A-80, and is not zoned as forest land, timberland, or timberland zoned Timberland production. Therefore, the proposed project would not conflict with existing zoning or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. No impact would occur.

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

No Impact: As described above in Impact 2(c), the project site is not zoned as forest land. The project site does not contain, nor is it adjacent to forest land. Therefore, the proposed project would not result in a loss of forest land or a conversion of forest land to non-forest uses. As such, no impact would occur.

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

No Impact: Although the project site is located within an area zoned for agriculture, the primary uses in the surrounding area are grazing or recreation. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the vicinity. The project site is not zoned for forestry-related uses, nor is the project site forested. The proposed project would not result in the conversion of farmland to nonagricultural use or conversion of forest land to non-forest use. No impact would occur.

Sources of Information

Contra Costa County Code. Title 8 – Zoning. Website:

https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO.
Accessed August 12, 2025.

California Department of Conservation. California Important Farmland Finder. Website:

<https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed August 12, 2025.

State of California. 2024. Williamson Act Enrollment Finder. Website:

<https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/>. Accessed July 9, 2025.

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

SUMMARY:

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

Less Than Significant Impact: Contra Costa County is within the San Francisco Bay Air Basin (SFBAAB), which is regulated by the Bay Area Air Quality Management District (Bay Area Air District). The most currently adopted Air Quality Plan (AQP) is the *Spare the Air, Cool the Climate Final 2017 Clean Air Plan (2017 Clean Air Plan)*. The purpose of the 2017 Clean Air Plan is to bring the SFBAAB 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 gas (GHG) emissions.

Air quality is also regulated by the County through its 2045 General Plan. The following policies related to air quality are contained within the 2045 General Plan, Health and Safety Element, and are relevant and applicable to the proposed project and will be required to be implemented. Implementation of these policies would help to reduce air pollutant emissions associated with the proposed project:

HS-P1.2 Prioritize participation in emission and exposure reduction, public education, engagement, outreach, and other programs that promote improved air quality, focusing on Impacted Communities.

HS-P1.9 Require construction activities that involve large grading operations to implement additional construction measures identified in Bay Area Air District CEQA Guidelines to reduce air pollutant emissions.

PS-P1.10 Prohibit nonessential diesel engine idling countywide and nonessential idling of all vehicles within 100 feet of sensitive receptors.

A project would be determined to conflict with or obstruct the 2017 Clean Air Plan implementation if it would result in substantial new regional emissions not foreseen in the air quality planning process. The Bay Area Air District's 2022 CEQA Guidelines outline the following criteria that should be used for determining a project's consistency with the AQP.

- Does the project support the primary goals of the AQP?
- Does the project include applicable control measures from the AQP?
- Does the project disrupt or hinder implementation of any AQP control measures?

Primary Goals of the AQP

The primary goals of the 2017 Clean Air Plan are to attain air quality standards, reduce population exposure to unhealthy air and protect the public health in the Bay Area, and reduce GHG emissions and protect the climate.

The proposed project would not introduce ongoing sources of operational-related air pollutant emissions. Project compliance with CEQA pollutant emission thresholds is a test of consistency with 2017 Clean Air Plan air quality control strategies and noninterference with the attainment of 2017 Clean Air Plan goals. As discussed under Impact 3(b), the proposed project's construction-related emissions would not exceed Bay Area Air District CEQA significance thresholds for the Bay Area's nonattainment pollutants. Therefore, the proposed project would not impede the region's ability to attain air quality standards.

The proposed project would not introduce ongoing sources of operation-related toxic air contaminant (TACs) or diesel particulate matter (DPM) emissions. Furthermore, as discussed in Impact 3(c), the proposed project would not expose nearby sensitive populations to TACs or DPM emissions during construction because there are no sensitive receptors within close proximity to the proposed project.

Finally, the Contra Costa County Climate Action and Adaptation Plan (CAAP) establishes a framework to reduce GHG emissions 40 percent below 1990 levels by 2030 and prepare for climate-related hazards. The proposed project aligns with several CAAP goals and policies, particularly those focused on infrastructure resilience, low-emission construction practices, and environmental stewardship. The CAAP includes incentives for construction equipment upgrades and other strategies to reduce emissions of construction vehicles on a plan level; while not directly applicable to the proposed project, overall, the CAAP encourages the use of low-emission construction equipment (Policy TR-2). In addition, the CAAP seeks to protect and restore natural stormwater systems (Policy IS-2) and minimize vegetation loss and require revegetation with native species (Policy OS-1). The CAAP also incorporates erosion and runoff control measures (Policy IS-4). Overall, the proposed project's trenchless methods, revegetation plan, and storm-resilient culvert design support the County's climate adaptation priorities while also complying with broader GHG reduction strategies. The CAAP focuses on reducing long-term operational emissions from land use, energy, and transportation. After its construction is complete, the proposed project will not include any new pollutant emission sources, nor require energy from external sources or transportation resources for its operation. Thus, it would have no effect on land use, energy, transportation or other assumptions that underlie the CAAP. Accordingly, the proposed project is consistent with the County's CAAP.

Therefore, the proposed project is consistent with the first criterion in demonstrating consistency with the 2017 Clean Air Plan.

Applicable Control Measures

The 2017 Clean Air Plan contains 85 control measures that describe specific actions to reduce air pollutants and GHGs at the local, regional, and global levels. Stationary source control measures are implemented via Bay Area Air District's permitting program and enforcement of the Bay Area Air District Rules and Regulations. Along with the traditional stationary, area, mobile source, and transportation control measures, the 2017 Clean Air Plan contains several control measures designed to protect the climate.

To establish compliance with the Clean Air Plan, the proposed project would be required to comply with applicable Clean Air Plan control measures. The only measures relevant and applicable to the proposed project are SS36: Particulate Matter from Trackout and SS38: Fugitive Dust.

The proposed project would comply with the above control measures as specified below:

For consistency with Clean Air Plan Measure SS36 and SS38 and to ensure the implementation of policies within the County General Plan, the proposed project would implement Mitigation Measure (MM) AQ-1 which would require the implementation of Bay Area Air District's Best Management Practices (BMPs) to reduce fugitive dust and air pollutant emissions during construction.

Accordingly, the proposed project would comply with all applicable measures under the 2017 Clean Air Plan with implementation of mitigation and is therefore consistent with criteria two as set forth by Bay Area Air District.

Hindrance of Implementation of AQP Control Measures

The proposed project involves the repair of the existing dual 72-inch corrugated metal pipe as a result of 2023 winter storms. It would not preclude extension of a transit line or bike path, propose excessive parking beyond parking requirements, or otherwise create an impediment or disruption to implementing any AQP control measures. The proposed project is construction-only and would not result in parking or parking requirements or ongoing sources of air pollutant emissions. Therefore, the proposed project would not disrupt or hinder the implementation of any AQP control measures.

The proposed project would comply with all applicable measures under the 2017 Clean Air Plan and is therefore consistent with the third criterion as set forth by Bay Area Air District.

As addressed above, the proposed project would not conflict with or obstruct implementation of the 2017 Clean Air Plan and meets all three criterion set out by Bay Area Air District for demonstrating consistency, and impacts would be less than significant.

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

Less Than Significant Impact With Mitigation Incorporated: A potential impact would occur if the proposed project results in exceedances of State or federal standards for ozone precursors reactive organic gases (ROG), nitrogen oxide (NO_x), particulate matter less than 10 microns in diameter (PM₁₀) and particulate matter less than 2.5 microns in diameter (PM_{2.5}), of which the

SFBAAB is in nonattainment. NO_x and ROG emissions are of concern during construction because of their participation in the formation of ground level ozone—for which the SFBAAB is also in nonattainment. PM₁₀ and PM_{2.5} are of concern during construction because of potential exhaust emissions from the operation of off-road construction equipment and fugitive dust during demolition and earth-disturbing activities (construction fugitive dust).

The significance criteria recommended by the Bay Area Air District were used to make the following CEQA significance determinations. The Bay Area Air District has adopted standards of significance for criteria pollutants that could occur during construction and operation. The thresholds of significance are shown in Table 1. Therefore, a project that would not exceed the Bay Area Air District thresholds of significance on an individual project level also would not be considered to result in a cumulatively considerable contribution to these regional air quality impacts. The proposed project's construction and operational emissions are discussed separately below.

Construction Fugitive Dust Emissions

Construction emissions from the proposed project would be “short-term” or temporary in nature and duration. Construction of the proposed project would result in the temporary generation of ROG, NO_x, PM₁₀, and PM_{2.5} emissions from construction activities including site preparation, demolition, grading, trenchless culvert installation, grouting, concrete work, and roadway rehabilitation.

Fugitive dust emissions are primarily associated with demolition, earth disturbance and grading activities and vary as a function of soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on-site and off-site. Construction-related activities, such as soil disturbance, grading, demolition, and material delivery and hauling resulting in fugitive dust emissions such as PM_{2.5} and PM₁₀, are recognized to impact local communities. The Bay Area Air District does not have a numerical threshold of significance for fugitive dust particulate matter emissions. Instead, the Bay Area Air District bases the determination of significance for fugitive dust on whether feasible and effective control measures are implemented.

The Bay Area Air District recommends implementing basic construction measures for all projects regardless of emissions. Therefore, to further reduce emissions, implementation of MM AQ-1, provided below, would include Bay Area Air District-recommended measures for the control of short-term emissions and basic fugitive dust BMPs to assure that ambient particulate standards are not exceeded at local sensitive receptors during project construction. Therefore, the proposed project would have a less than significant impact related to short-term construction fugitive dust emissions with implementation of MM AQ-1.

Construction Exhaust Emissions: ROG, NO_x, PM₁₀, and PM_{2.5}

Construction-related NO_x, PM₁₀, and PM_{2.5} emissions are primarily generated by exhaust emissions (running and idling) from off-road heavy-duty construction equipment, on-road material delivery and haul trucks, and construction worker vehicles. ROG emissions are mainly generated by off-gas emissions associated with architectural coatings and asphalt paving.

Construction emissions were quantified and estimated using California Emissions Estimator Model (CalEEMod) Version 2022.1 for a typical construction scenario for a construction project of this size and incorporating appropriate project-specific information. CalEEMod provides a consistent platform for estimating construction and operational emissions from a wide variety of land use projects and is the model recommended by the Bay Area Air District for estimating project emissions. Construction emissions were estimated and compared with the applicable thresholds of significance established by the Bay Area Air District to assess ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} construction emissions to determine significance for this criterion.

The following project characteristics and assumptions were utilized in the CalEEMod analysis:

- Construction activities are anticipated to begin in July 2026 and last approximately 115 days. Because fuels and equipment fleets become cleaner over time, construction-related emissions decrease over time as well. Therefore, if construction begins in later months or years, construction-related emissions would be lower than when modeled to occur in earlier years; thus, the July 2026 assumed start date is considered conservative.
- Approximately 27 trees would be removed (which would be associated with 16 one-way vendor truck trips during the site preparation phase).
- It was estimated that approximately 10,000 cubic yards of concrete would be demolished (which represents a worst-case, conservative scenario).
- CalEEMod default assumptions for equipment were supplemented with equipment to be used as described in the Project Description, including, but not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure), pneumatic hammer, and a jack and bore machine would also be placed at each site. Dewatering equipment would be used, including, but not limited to: coffer dams, pumps, and bypass lines. The modeling assumed use of average tier engines in construction equipment which represents a conservative scenario, and emissions would likely be lower than what is shown in Table 1.

The modeling assumed implementation of the Bay Area Air District Basic Construction BMPs for fugitive dust control.

Additional details on the assumptions and inputs are included in the CalEEMod output reports (Appendix A).

Table 1 shows the proposed project's average daily emissions from construction-related exhaust emissions. As indicated in Table 1, construction exhaust emissions from all construction activities would be below the recommended thresholds of significance for emissions of ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5}; therefore, impacts would be less than significant.

Table 1: Regional Criteria Pollutant Exhaust Emissions–Project Construction

Average Daily	Air Pollutants (lbs/day)				
	Year	ROG	NO _x	PM ₁₀ (Exhaust)	PM _{2.5} (Exhaust)
Project Construction (Average daily emissions)	2026	1.58	12.71	0.48	0.44
Significance Threshold (lbs/day)		54	54	82	54
Exceeds Significance Threshold?		No	No	No	No
Notes: lbs = pounds NO _x = oxides of nitrogen PM ₁₀ = particulate matter less than 10 microns in diameter PM _{2.5} = particulate matter less than 2.5 microns in diameter ROG = reactive organic gases Emissions were calculated by dividing the pounds of emissions by the number of non-overlapping working days of construction (115 workdays). Assumes implementation of MM AQ-1 for dust control. Source: California Emissions Estimator Model (CalEEMod) Output (see Appendix A).					

Potential Impacts:

The Bay Area Air District recommends implementing basic construction measures for all projects regardless of emissions. Therefore, the proposed project would implement MM AQ-1 for the control of short-term emissions and basic fugitive dust BMPs, to assure that ambient particulate standards are not exceeded at local sensitive receptors during project construction and that impacts would remain less than significant.

MM AQ-1 Implement Bay Area Air District Basic Construction Best Management Practices:

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

- 9) Post a publicly visible sign with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practicable but not more than 48 hours after the complaint is received. The Bay Area Air District phone number shall also be visible to ensure compliance with applicable regulations.

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

Less Than Significant Impact. The Bay Area Air District recommends that potential health risks to nearby sensitive receptors from TAC and/or DPM emissions during the proposed project's construction and operation be evaluated. Sensitive receptors may include children, elderly, and those with compromised immune systems. Sensitive receptor locations are places where these individuals commonly gather or reside, including hospitals and healthcare facilities, schools and daycare centers, senior centers and nursing homes, and residential areas. According to the Bay Area Air District, a proposed project should identify and assess potential health risks to sensitive receptors located within 1,000 feet of a proposed project's fence line.

The proposed project is not associated with any ongoing sources of operational-related TAC and/or DPM emissions. There are no sensitive receptors within 1,000 feet of the construction area. In addition, construction-related emissions are inherently short-term and intermittent, typically occurring only during active phases of site preparation, grading, and building. These emissions (primarily from diesel-powered equipment and dust-generating activities) are temporary and diminish significantly once construction is complete. Given the limited duration and the implementation of dust mitigation measures required by Bay Area Air District Basic Construction BMPs such as dust suppression and equipment idling restrictions, the potential for long-term exposure to harmful pollutants is minimal. As a result, construction emissions are not expected to pose a significant health risk to nearby sensitive receptors and impacts would be less than significant.

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

Less Than Significant Impact: The ability to detect odors varies considerably among the population and can be subjective. People may have different reactions to the same odor. Quality and intensity are two properties present in any odor. The quality of an odor indicates the nature of the smell experience. Odor intensity depends on the concentration in the air. When an odor sample is progressively diluted, the odor concentration decreases. As this occurs, the odor intensity weakens and eventually becomes so low that detection or recognition of the odor is quite difficult. At some point during dilution, the concentration of the odor reaches a level that is no longer detectable.

According to Bay Area Air District 2022 CEQA Guidelines, odor impacts could occur if the proposed project introduces a new odor source near existing receptors. The presence of an odor impact is dependent on several variables, including the nature of the odor, the frequency of odor generation, the intensity of odor, the distance of the odor source to sensitive receptors, the wind direction and the sensitivity of the receptor.

If the proposed project would be an odor-generating facility, then the Bay Area Air District provides a list of recommended odor screening distances for evaluating potential odor impacts. The Bay Area Air District does not indicate that temporary construction projects are odor-generating facilities.

Potential sources that may emit odors during the proposed project's construction activities include exhaust from diesel construction equipment. There are no sensitive receptors within 1,000 feet of the construction area. In addition, the construction activities would be temporary in nature, intermittent in duration, and highly diffusive. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Thus, the proposed project would not result in a new odor source adversely affecting a substantial number of nearby existing receptors. Furthermore, the proposed project is construction-only and would not include any ongoing sources of odors. Impacts would be less than significant.

Sources of Information

CalEEMod Output Report, Appendix A.

Bay Area Air Quality Management District (Bay Area Air District). 2022. California Environmental Quality Act, Air Quality Guidelines. April. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed August 12, 2025.

Bay Area Air Quality Management District (Bay Area Air District). 2017. Spare the Air, Cool the Climate. Final 2017 Clean Air Plan. April. Website: https://www.baaqmd.gov/~/_media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a_-_proposed-final-cap-vol-1-pdf.pdf?la=en. Accessed August 12, 2025.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
4. BIOLOGICAL RESOURCES—Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State Habitat Conservation Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

FCS Biologist(s) evaluated potential Biological Resources for the San Pablo Dam Road Storm Drain Repair Project in September 2024 and April 2025, including a background review and reconnaissance field survey. A draft Natural Environmental Study (Minimal Impacts) (NESMI) was prepared by FCS in July 2025, and an Arborist Report was prepared by FCS in August 2025 (Appendix B). The comprehensive literature review included the evaluation of the California Department of Fish and Wildlife (CDFW), California Natural Diversity Database (CNDDDB), a special-status species and plant community account database; the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) system; and the California Native Plant Society (CNPS) Inventory of Rare Plants (CNPS Inventory) for the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles (Appendix B) (CDFW 2025; CNPS 2025; USFWS 2025). The on-site assessment of biological resources within the project footprint and surrounding area (BSA), was completed by a qualified FCS Biologist and FCS Botanist on September 19, 2024, and April 22, 2025.

The following analysis is based on the results of the NESMI analysis of the BSA prepared by FCS in July 2025. Potential impacts to biological features within the project site are analyzed in this section. The BSA includes the project site and proposed staging areas. Nine biotic habitats and land cover types were identified within the 12.34-acre BSA, as shown in Table 2 below.

Table 2: Potential Temporary and Permanent Impacts by Biotic Habitat

Biotic Habitat/Land Use	Total Area (acres/LF)	Permanent Impacts (acres/SF)	Temporary Impacts (acres/SF)	Temporary Staging/ Access-Related Impacts (acres/LF)
Developed	11.56	0.01	0.20	11.23
Dirt access road	0.09	0	0.03	0.06
Wild oat-annual brome disturbed grassland	0.17	0	0.05	0.12
Coast live oak-California bay woodland	0.19	52 SF	0.11	0.08
California bay-big leaf maple riparian woodland	0.02	226 SF	0.02	0.00
Arroyo willow riparian woodland	0.20	0.01	0.19	0.00
Intermittent drainage	0.002	13 SF	74 SF	0
Ephemeral drainages	0.001	3 SF	53 SF	0
Underground culvert segments	735 LF	296 LF	417 LF	22 LF
Total Area	12.34 acres	0.05 acre	0.63 acre	11.49 acres
Notes: LF = linear feet SF = square feet The remaining 0.087 acre/735 linear feet within the BSA account for the underground culvert segments that pass under San Pablo Dam Road.				

SUMMARY:

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

Less Than Significant with Mitigation Incorporated:

Potential Special-status Plants: The Special-status Plant Species Habitat Value Evaluation Table (NESMI Table 2, Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive plant species that have been documented within the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.

A total of 67 special-status plant species were evaluated for their potential to occur within the proposed project site. Of the 67 species evaluated, six special-status plants have the potential to occur: bent-flowered fiddleneck (*Amsinckia lunaris*) (California Rare Plant Rank [CRPR] 1B.2), Mt. Diablo fairy-lantern (*Calochortus pulchellus*) (CRPR 1B.2), Oakland star-tulip (*Calochortus umbellatus*) (CRPR 4.2), Franciscan thistle (*Cirsium andrewsii*) (CRPR 1B.2), western leatherwood (*Dirca occidentalis*) (CRPR 1B.2), and fragrant fritillary (*Fritillaria liliacea*) (CRPR

1B.2). There would be no decrease in the suitable habitat in the project footprint where these plant species could be established. The areas disturbed by construction would be re-seeded with a native seed mix after construction but would remain in a similar condition as marginally suitable habitat for these species. These species are discussed in further detail below.

Bent-flowered Fiddleneck

The bent-flowered fiddleneck is an annual herb found in cismontane woodland, coastal bluff scrub, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for bent-flowered fiddleneck. According to the CNDDDB, one recent occurrence was recorded within 1 mile of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that bent-flowered fiddleneck is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through June by the proposed project, to ensure that no significant impact to bent-flowered fiddleneck would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to bent-flowered fiddleneck and impacts would be less than significant under CEQA Guidelines.

Mt. Diablo Fairy-lantern

The Mt. Diablo fairy-lantern is a perennial bulbiferous herb found in chaparral, cismontane woodland, riparian woodland, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Mt. Diablo fairy-lantern. According to the CNDDDB, four occurrences were recorded within 10 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Mt. Diablo fairy-lantern is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between April through June by the proposed project, to ensure that no significant impacts to Mt. Diablo fairy-lantern would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Mt. Diablo fairy-lantern and impacts would be less than significant under CEQA Guidelines.

Oakland Star-tulip

The Oakland star-tulip is a perennial bulbiferous herb found in broadleafed upland forest, chaparral, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Oakland star-tulip. According to the CNDDDB, six occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Oakland star-tulip is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through May by the proposed project, to ensure that no significant impacts to Oakland star-tulip would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Oakland star-tulip and impacts would be less than significant under CEQA Guidelines.

Franciscan Thistle

Franciscan thistle is a perennial herb found in broadleafed upland forest, coastal bluff scrub, coastal prairie, and coastal scrub. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for Franciscan thistle. According to the CNDDDB, two

occurrences were recorded within 1 mile of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that Franciscan thistle is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between March through July by the proposed project, to ensure that no significant impacts to Franciscan thistle would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to Franciscan thistle and impacts would be less than significant under CEQA Guidelines.

Western Leatherwood

Western leatherwood is a perennial deciduous shrub found in broadleafed upland forest, chaparral, cismontane woodland, closed-cone coniferous forest, North Coast coniferous forest, riparian forest, and riparian woodland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for western leatherwood. According to the CNDDDB, several occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that western leatherwood is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out between November through March by the proposed project, to ensure that no significant impacts to western leatherwood would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to western leatherwood and impacts would be less than significant under CEQA Guidelines.

Fragrant Fritillary

The fragrant fritillary is a perennial bulbiferous herb found in cismontane woodland, coastal prairie, coastal scrub, and valley and foothill grassland. The project site contains oak woodland and riparian woodland, which is marginally suitable habitat for fragrant fritillary. According to the CNDDDB, two occurrences were recorded within 5 miles of the project site. No special-status plants were found during the reconnaissance-level survey. Because of the previous disturbance, it is presumed that fragrant fritillary is absent from the BSA. Out of an abundance of caution, rare plant surveys would be carried out by the proposed project to ensure that no significant impacts to fragrant fritillary would occur (MM BIO-1a). Therefore, the proposed project would not have a substantial adverse effect to fragrant fritillary and impacts would be less than significant under CEQA Guidelines.

Special-status Wildlife: The potential for wildlife species to occur on the proposed project parcel was evaluated based on the presence of suitable habitats, and occurrences recorded by the CNDDDB in the general vicinity of the site, as well as a site survey conducted by a qualified Biologist. The Special-status Wildlife Species Habitat Value Evaluation (NESMI Table 2, Appendix B) provides a summary of the listing status, habitat requirements, and the potential for occurrence of other sensitive wildlife species that have been documented within the *Richmond, California* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.

A total of 44 special-status wildlife species were evaluated for their potential to occur within the BSA. Of the 44 species evaluated, three special-status wildlife species have the potential to occur: California red-legged frog (*Rana draytonii*), northwestern pond turtle (*Actinemys marmorata*), and Alameda whipsnake (*Masticophis lateralis euryxanthus*). These species are discussed in further detail below.

California Red-legged Frog

California red-legged frog (CRLF) is listed under the federal Endangered Species Act as threatened and is a California Species of Special Concern (SSC). This species is found in lowlands and foothills in or near permanent sources of water with deep pooling features and dense, shrubby, or emergent riparian vegetation. The CRLF requires 11–20 weeks of permanent water for larval development and must have access to aestivation habitat. CRLF have been reported to disperse up to 1.7 miles from breeding habitat following the onset of fall/winter rainfall (Fellers and Kleeman 2007).

CRLF was not observed during the reconnaissance-level field survey. The project site contains riparian woodland and an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east. There was one occurrence recorded at the north edge of San Pablo Reservoir in 2008. There was one occurrence recorded approximately 1.5 miles southeast in 2007, within the dispersal distance of CRLF. There are many additional occurrences recorded within 5 miles of the project site. The project site does not overlap with final critical habitat designated for CRLF.

The project site does not contain critical habitat or provide breeding habitat for CRLF due to the lack of suitable deep aquatic habitat. Because of previous disturbances in the project site and the vicinity to a highly trafficked roadway combined with the overall biological composition, it is unlikely that this species would occur. However, the project site contains an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east of the BSA and marginally suitable riparian woodland to support this species. Given the recorded occurrence of CRLF approximately 1.5 miles southeast of the BSA and the presence of the riparian vegetated drainage that connects to San Pablo Reservoir, there is a potential for CRLF to utilize the areas in and around the BSA for in-stream and upland dispersal habitat after the onset of fall/winter rains. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to CRLF occurs (MM BIO-1b). Therefore, the proposed project would not adversely impact CRLF.

Northwestern Pond Turtle

Northwestern pond turtle (NWPT) is proposed as threatened under the federal Endangered Species Act and is a California SSC. This species nests in ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, and requires upland habitat for basking.

NWPT was not observed during the reconnaissance-level field survey. The project site contains riparian woodland and an intermittent drainage that connects to San Pablo Reservoir approximately 0.3 mile east. There was one occurrence of NWPT recorded in the San Pablo Reservoir in 1992. In addition, there has also been one occurrence recorded approximately 1.5 miles west in Anza Lake in 2016, and one occurrence recorded approximately 2 miles northwest in Jewel Lake in 1992.

The project site does not contain critical habitat or provide suitable breeding habitat due to the intermittent nature of the drainage within the site and a general lack of basking habitat due to overstory vegetation. Because of previous disturbances in the project site and the vicinity to a highly trafficked roadway combined with the overall biological composition, it is unlikely that this species would occur. However, the intermittent drainage connects to San Pablo Reservoir approximately 0.3 mile east and contains marginally suitable riparian woodland habitat to support

this species. Given the recorded occurrence of NWPT within San Pablo Reservoir and the presence of the riparian habitat within the existing drainage that connects to San Pablo Reservoir, there is a potential for NWPT to utilize the areas in and around the site for in-stream and upland dispersal habitat. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to NWPT occurs (MM BIO-1c). Therefore, the proposed project would not adversely impact NWPT.

Alameda Whipsnake

The Alameda whipsnake (AWS) is listed as threatened under the federal Endangered Species Act and California Endangered Species Act. The AWS typically is found in chaparral and scrub habitats but will also use adjacent grassland, oak savanna, and woodland habitats. Specifically, mostly south-facing slopes and ravines, with rock outcrops, deep crevices or abundant rodent burrows, where shrubs form a vegetative mosaic with oak trees and grasses.

AWS was not observed during the reconnaissance-level field survey. The project site contains oak woodland and non-native annual disturbed grassland. There were three occurrences recorded within 1 mile of the BSA in 1999, 2000, and 2008. The project site overlaps with final critical habitat designated for AWS.

The project site does not contain chaparral or scrub habitats. The grassland and oak woodland present in the project site are subject to ongoing anthropogenic disturbance due to the adjacency to San Pablo Dam Road, Old San Pablo Dam Road, and dirt access roads, and therefore are unlikely to provide suitable habitat for the AWS. However, given the nearby recorded occurrences of this species and the overlap of Designated Final Critical Habitat for this species within the site, implementation of the measures described below would ensure that take of AWS is avoided. Out of an abundance of caution, avoidance measures would be carried out by the proposed project to ensure that no significant impact to AWS occurs (MM BIO-1d). Therefore, the proposed project would not adversely impact AWS.

Nesting Birds

The Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code protect migratory birds, including their eggs, nests, and young. The majority of migratory birds that have the potential to nest within the project site are not special-status species and are regionally common. Nonetheless, the project would implement measures to avoid and minimize effects on active nests of migratory birds to comply with the MBTA and California Fish and Game Code. Several avian species covered under the MBTA and California Fish and Game Code have the potential to nest within or adjacent to the project site. Avian species observed during the reconnaissance-level field survey that have the potential to nest within, or within disturbance distance of the BSA include oak titmouse (*Baeolophus inornatus*), Anna's hummingbird (*Calypte anna*), brown creeper (*Certhia americana*), hairy woodpecker (*Dryobates villosus*), western flycatcher (*Empidonax difficilis*), dark-eyed junco (*Junco hyemalis*), orange-crowned warbler (*Leiothlypis celata*), acorn woodpecker (*Melanerpes formicivorus*), California towhee (*Melospiza crissalis*), chestnut backed chickadee (*Poecile rufescens*), bushtit (*Psaltriparus minimus*), black phoebe (*Sayornis nigricans*), white-breasted nuthatch (*Sitta carolinensis*), lesser goldfinch (*Spinus psaltria*), tree swallow (*Tachycineta bicolor*), Bewick's wren (*Thryomanes bewickii*), warbling vireo (*Vireo gilvus*), and others. No active nests were observed during the reconnaissance-level field survey. There is suitable nesting habitat within the project site, specifically in the form of trees that could be impacted during construction-related activities. Trees would be removed to support the culvert

replacement and temporary impacts due to construction noise and vibration disturbance have potential to occur. However, all trees removed would be replanted after construction-related activities have ceased. While there is potential for birds to nest within the project site during the nesting season, implementation of MM BIO-1e described below would ensure that impacts would be less than significant.

Potential Impacts:

Implementation of the following mitigation measures would bring potential project-related impacts on biological resources and aquatic organisms to less than significant levels:

MM BIO 1a Protocol-level Special-status Plant Survey: Implementation of the following measures would ensure avoidance of impacts on special-status plant species:

A qualified Biologist shall conduct special-status plant survey(s) within the Biological Study Area (BSA) before the onset of work activities as determined by the California Department of Fish and Wildlife (CDFW) and East Bay Municipal Utility District (EBMUD). Surveys shall be conducted in a manner which maximizes the likelihood of locating special-status plants that may be on-site. Surveys shall be timed within the early, mid, and late season to capture the local blooming period of the target special-status plant species. If any special-status or EBMUD-monitored plant species are detected, construction activities shall not be allowed to commence until consultation with EBMUD and CDFW has occurred, as needed.

MM BIO 1b Worker Environmental Awareness Program: Before any activities begin on the project, a qualified Biologist shall provide a Worker Environmental Awareness Program (WEAP) for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS); their habitat; the regulatory protections afforded for these species; the general measures that are being implemented to conserve them as they relate to the proposed project; and the boundaries within which project activities may be accomplished.

MM BIO-1c Exclusion Fencing or Temporary Silt Fencing: Prior to project work activities, wildlife exclusion fencing shall be installed around the perimeter of the development footprint in a manner that will prevent California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS) from entering the project impact areas. A qualified Biologist shall be present during the installation of the wildlife exclusion fencing. The barrier fencing shall be removed within 72 hours of completion of work. The location and design of the fence shall be approved by a qualified Biologist, and the qualified Biologist shall also be present on-site to monitor installation until the exclusion fence is complete. At a minimum, the exclusion fencing shall be at least 3 feet high and the lower 6 inches of the fence shall be buried in the ground to prevent animals from crawling under. The remaining 2.5 feet shall be left above ground to serve as a barrier for animals moving on the ground surface. Fencing shall be installed and maintained in good condition during all

construction activities and shall be inspected and maintained daily until the completion of project construction.

MM BIO-1d **California Red-legged Frog Mitigation:** Implementation of the following measures would ensure avoidance of impacts on California red-legged frog (CRLF):

Work Restriction: To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when CRLF are the least active. If project activities are proposed outside of the work restriction period, consultation with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.

Pre-Construction Survey: A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to CDFW. If any life stage of the CRLF is detected, construction activities shall not be allowed to commence until consultation with USFWS has occurred.

Revegetation: Areas disturbed by the project shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless CDFW and the project applicant determine that it is not feasible or practical.

MM BIO-1e **Northwestern Pond Turtle Mitigation:** Implementation of the following measures would ensure avoidance of impacts on the northwestern pond turtle (NWPT):

Pre-construction Survey: A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to the California Department of Fish and Wildlife (CDFW). If any life stage of the NWPT is detected, construction activities shall not be allowed to commence until consultation with the CDFW and the United States Fish and Wildlife Service (USFWS) has occurred.

Revegetation: Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless the CDFW, the USFWS, and the project applicant determine that it is not feasible or practical.

MM BIO-1f **Alameda Whipsnake Mitigation:** Implementation of the following measures would ensure avoidance of impacts on the Alameda whipsnake (AWS):

Work Restriction: To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when AWS is more active and capable of moving away from proposed construction activities. If project activities are proposed outside of the work restriction period, consultation with California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.

Pre-Construction Survey: A qualified Biologist shall survey the project site within 24 hours prior to the initiation of construction-related activities for AWS and present survey results to the County, for submittal to the CDFW. If an individual is detected during the pre-construction survey, they shall be relocated to suitable habitat outside the project's impact areas (with approval from the USFWS as appropriate).

Construction Monitoring: A qualified Biologist(s) will be present during any construction activities that could, in the Biologist's opinion, potentially result in take of individual AWS. The Biologist(s) shall have the authority to stop any work that may result in take of this species. The on-site Biologist shall be the contact for any employee or Contractor who might inadvertently kill or injure an AWS or anyone who finds a dead, injured, or entrapped individual of any of these species. If an AWS is observed within the work area during project activities, all work that could result in the injury or death of the individual shall stop immediately and the qualified Biologist shall be immediately notified. The animal shall be allowed to leave the work area of its own volition. If it does not leave the area of its own volition, the CDFW shall be contacted to determine next steps. No individual of any of these species shall be handled without prior approval from the CDFW or USFWS.

Avoidance of Entrapment: To prevent inadvertent entrapment of AWS during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or other suitable material, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. All pipes, culverts, or similar structures stored overnight shall be inspected before they are subsequently moved, capped, and/or buried. If at any time wildlife is discovered, the approved Biologist shall be contacted to determine the next steps.

MM BIO-1g

Migratory Bird Mitigation: Implementation of the following measures would ensure avoidance of impacts on migratory birds:

Avoidance of Nesting Season: To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.

Pre-Construction Surveys for Active Nests: If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 7 days prior to the start of ground or vegetation

disturbance (including tree removal) and survey results presented to the County, for submittal to the California Department of Fish and Wildlife (CDFW).

Buffer zone for Active Nests: If an active nest is located during pre-construction surveys, a qualified Biologist, in consultation with the CDFW, shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The CDFW recommends a minimum no-disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. In consultation with CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance. The buffer zone shall be maintained around the active nest site(s) until the **qualified Biologist has determined that the nesting attempt is complete**. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with the CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged, or nests fail due to other natural causes.

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

Less Than Significant with Mitigation Incorporated: Habitats are considered sensitive when they are either restricted in distribution, support sensitive species within the region, or are subject to regulatory protections at the federal, State, or local level. The project site contains three open and vegetated intermittent and ephemeral channels (with four segments consisting of culvert pipes and one segment consisting of an open cement culvert/flume), that conveys flows into San Pablo Reservoir. The channels are flanked by riparian woodland habitats on both the upstream and downstream ends of the culvert pipes.

The existing coast live oak-California bay woodland, California Bay-bigleaf maple riparian woodland, and arroyo willow woodland riparian are regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Permits will be obtained from CDFW (Streambed Alteration Agreement) and Regional Water Quality Control Board (RWQCB) (Water Quality Certification), and United States Army Corps of Engineers (USACE) Nationwide Permit (NWP). Permit requirements will be followed to minimize impacts to water quality and riparian habitats. Temporary impacts to the riparian habitat will be minimized through implementation of MM BIO-2a, MM BIO 2b, and MM BIO-2c. It should be noted that the County is currently obtaining the required CDFW, RWQCB, and USACE permits; however, final permits have not yet been awarded by their respective regulatory agencies. Additionally, temporary and permanent impacts would be addressed by post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with native trees and a mix of native seeds that are

ecologically appropriate for the site. Potential project-related impacts to sensitive natural communities and jurisdictional features are further discussed below.

Waters of the United States and State

A preliminary Aquatic Resources Jurisdictional Delineation was conducted on September 19, 2024. No potential wetlands were present on-site. Potential jurisdictional waters are summarized in Table 3 below:

Table 3: Summary of Aquatic Resources Within the Project Site

Type	Segment ID	Length (linear feet)	OHWL Width (feet)	Area (square feet)	Area (acre)
Open Intermittent Drainage Segment	1-1	87	1	87	0.002
Open Ephemeral Drainage Segment	1-1A	30	1	30	0.0007
Open Ephemeral Drainage Segment	1-1B	26	1	26	0.0006
Sum Open Drainage Segments	—	143	N/A	143	0.0033
Closed Culvert Segment	1-2A	205	2	410	0.01
Closed Culvert Segment	1-2B	205	2	410	0.01
Closed Culvert Segment	1-2C	270	1	270	0.01
Open Culvert Segment	1-3	25	2	50	0.001
Closed Culvert Segment	1-4	12	1	12	0.0003
Sum Culvert Segments	—	717	N/A	1,152	0.0313
Sum All Potentially Jurisdictional Waters	—	860	N/A	1,295	0.0346
Notes: OHWM = ordinary high water mark					

Potential waters of the United States include intermittent and ephemeral drainages with a total length of approximately 87 linear feet (87 square feet) (0.002 acre). Potential waters of the State include intermittent drainages with a total length of approximately 855 feet, 1,284 square feet (0.0346 acre). The proposed project would permanently impact a total of approximately 13 square feet of intermittent drainages, 3 square feet of ephemeral drainages, and 296 linear feet of underground culvert segments. Additionally, the proposed project would temporarily impact a total of approximately 74 square feet of intermittent drainages, 53 square feet of ephemeral drainages, and 714 linear feet of underground culvert segments. Additionally, any impacts on drainage channels and associated tree removal within the existing riparian vegetation are expected to be regulated by the CDFW pursuant to the Streambed Alteration Program, California Fish and Game Code Section 1602, *et seq.* and would be replaced as a part of the proposed restoration plan. The existing aquatic features and riparian vegetation fall under protection of the CDFW, RWQCB, and USACE. The project applicant must consult with each regulatory agency, respectively, to address the proposed impacts to protected waters and associated riparian vegetation. Permit requirements will be followed to minimize impacts to water quality and potentially jurisdictional water features. With implementation of MM BIO-2a through MM BIO-2d outlined below, impacts to jurisdictional features and sensitive natural communities would be reduced to a less than significant level under CEQA.

All riparian woodland habitats are generally regarded as sensitive natural communities. Three sensitive natural communities as identified by the CDFW California Natural Communities List include: coast live oak-California bay woodland, California bay-bigleaf maple riparian woodland, and arroyo willow riparian woodland. The impact of the proposed project to these communities are further detailed below.

Coast Live Oak-California Bay Woodland

The upland portions of the BSA, including the staging area, consist of coast live oak-California bay woodland. The proposed project would permanently impact approximately 52 square feet of coast live oak-California bay woodland and temporarily impact an additional 0.08-acre for site access and potential staging (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road includes the removal of approximately five trees located in the coast live oak-California bay woodland, north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Areas temporarily impacted for site access and staging would readily recover post-construction, in addition to the replacement of removed trees within the BSA during the project-related restoration. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing coast live oak-California bay woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The California bay-bigleaf maple riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including coast live oak-California bay woodland, would be reduced to a less than significant level under CEQA.

California Bay-Bigleaf Maple Riparian Woodland

The portion of the BSA surrounding the north end of the underground culvert and open paved culvert segment consists of California bay-bigleaf maple riparian woodland. The proposed project would permanently impact 226 square feet of California bay-bigleaf maple riparian woodland and temporarily impact 0.02 acre, none of which is associated with staging-related activities (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road includes the removal of approximately four trees located in the California bay-bigleaf maple riparian woodland, north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing California bay-bigleaf maple riparian woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The California bay-bigleaf maple riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with the CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community.



Source: ESRI Aerial Imagery. Contra Costa County 09/18/2024, updated 10/30/2024, revised 11/26/2024, revised again 03/25/2025.



Figure 6
Vegetation and Land Cover Impact Map

Additionally, MM BIO-1b and MM BIO-1c address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including California bay-bigleaf maple riparian woodland, would be reduced to a less than significant level under CEQA.

Arroyo Willow Riparian Woodland

The portion of the BSA surrounding the south end of the underground culvert segment consists of arroyo willow riparian woodland. The proposed project would permanently impact 0.01-acre/306 square feet of arroyo willow riparian woodland and temporarily impact 0.19 acre, none of which is associated with staging-related activities (Figure 6). Permanent impacts associated with the installation of a culvert under San Pablo Dam Road include the removal of approximately four trees located in the California bay-bigleaf maple riparian woodland north of the culverts, where the culvert pipe extends beyond the segment under the roadway. Temporary impacts to existing trees, due to construction-related trenching and compaction, have potential to occur. Trees proposed for preservation within the existing arroyo willow riparian woodland will adhere to Tree Preservation Measures outlined in the project-specific arborist report throughout all phases of construction, including grading, trenching, and material storage, to prevent construction-related damage to preserved trees on-site (MM BIO-2d). The arroyo willow riparian woodland is regulated under Fish and Game Code Section 1602. Therefore, the project applicant would be required to consult with CDFW under the Lake and Streambed Alteration Program for proposed impacts to the sensitive natural community. Additionally, MM BIO-1b and MM BIO-1c address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Through adherence to MM BIO-1d and MM BIO-1e listed above, and MM BIO-2a and MM BIO-2d listed below, potential impacts to sensitive natural communities, including arroyo willow riparian woodland, would be reduced to a less than significant level under CEQA Guidelines.

Potential Impacts:

Implementation of MM BIO-1d and MM BIO-1e and the following mitigation measures (MM BIO-2a through MM BIO-2d) would bring potential project-related impacts on sensitive natural communities to less than significant levels:

MM BIO-2a Obtain Approval of and File Notification of Streambed Alteration Agreement Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with California Department of Fish and Wildlife (CDFW) and obtain and file a notification of a Streambed Alteration Agreement, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any riparian corridor. If required, the applicant shall implement all mitigation measures imposed by the CDFW related to the subject Streambed Alteration Agreement, which may include but not be limited to the implementation of erosion and bank stabilization measures, riparian habitat enhancement, and/or restoration and revegetation of the stream corridor habitat as determined by the CDFW.

MM BIO-2b Obtain Approval of and File Notification of Section 401 Permit Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with the Regional Water Quality Control Board (RWQCB) and obtain and file a notification of a Section 401 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the RWQCB related to the subject Section 401 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation, stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the RWQCB.

MM BIO-2c Obtain Approval of and File Notification of Section 404 Permit Prior to Construction (After Agency Coordination)

The project applicant shall coordinate with the United States Army Corps of Engineers (USACE) and obtain and file a notification of a Section 404 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the USACE related to the subject Section 404 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation (if deemed necessary during the USACE consultation process), stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the USACE.

MM BIO-2d Compliance with Arborist Report Tree Preservation Measures

Trees proposed for preservation shall be protected in accordance with the Tree Preservation Measures outlined in the project-specific arborist report. The County, Contractor, and all site personnel must adhere to these Tree Preservation Measures throughout all phases of construction, including grading, trenching, and material storage. Preservation measures include, but are not limited to protective fencing, root zone safeguards, and other specified actions that shall be installed and/or maintained by qualified personnel to prevent construction-related damage to preserved trees on-site.

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

No Impact: The USACE and the United States Environmental Protection Agency (EPA) are two of the primary federal agencies which enforce the Clean Water Act and administer the associated permitting program. As such, these agencies define wetlands as areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

Under Section 404 of the Clean Water Act (CWA), the USACE regulates the discharge of dredged or fill material into waters of the United States. Waters of the United States include navigable and interstate waters, tributaries, impoundments, and adjacent wetlands with a continuous surface connection, with USACE jurisdiction typically extending to the ordinary high water mark (OHWM). Wetlands indicators include hydrophytic vegetation, hydric soils, and hydrology, with continuous surface connection to a traditional navigable water (TNW). Under Section 401 of the CWA, the RWQCB defines waters of the State as any surface water or groundwater, including rivers, lakes, streams, wetlands, and other water bodies, whether navigable or not and may include features not regulated as waters of the United States, such as isolated wetlands or ephemeral drainages.

According to the field survey conducted by FCS, the subject property does not contain wetlands that may be considered jurisdictional by USACE, the EPA, the CDFW, or the RWQCB because the site lacks evidence of all three parameters (wetland soils, hydrology, and vegetation) that are used to indicate wetlands. Discussion of other jurisdictional non-wetland aquatic features, including waters of the United States and waters of the State, are analyzed in checklist question (b) above. Thus, the proposed project would have no substantial adverse effect on a federally protected wetland.

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

Less Than Significant with Mitigation Incorporated: Based on the Essential Connectivity Areas geospatial data set, which uses habitat modeling to identify areas of land with value as wildlife corridors, the project site is defined as having limited connectivity opportunities. The site is also adjacent to developed land that is also defined as having limited connectivity opportunities. The project site provides minimal habitat connectivity for local wildlife, as the majority of the site constitutes either a developed two-lane road or disturbed riparian woodland surrounding the road. Therefore, the proposed project would not impact wildlife movement corridors.

The project site does not contain native wildlife nursery sites. No significant breeding/nesting colonies were observed during the field survey. However, individual nesting birds have the potential of being present on-site, during nesting seasons. Potential impacts to individual nesting birds are addressed through the implementation of MM BIO-1e. As such, impacts to wildlife nursery sites would be less than significant with implementation of MM BIO-1e.

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

Less Than Significant Impact with Mitigation Incorporated: An Arborist Report was produced for the proposed project by an FCS Arborist (International Society of Arboriculture Certified [ISA] Certification ID: WE-15232A) in September 2025 (Appendix B). Contra Costa County provided FCS with a preliminary tree inventory and associated diameters at breast height (DBHs) based on a tree survey conducted by the County in April 2025. It was requested that an FCS Arborist verify the preliminary April 2025 tree inventory and measurements, as well as evaluate all tree species, size (i.e., height, crown), and condition, with a DBH of 6.5 inches or greater within the proposed project grading limits. The FCS Arborist performed a supplemental arborist survey of existing trees on the project site on August 28, 2025.

An ISA-Certified Arborist evaluated a total of 31 trees located within the BSA, including 27 trees that were assessed as being within the proposed grading limits and four proposed for preservation. Tree species present in the non-developed portions of the project site include, but are not limited to, coast live oak, California bay, and arroyo willow. The County proposes to preserve approximately four trees within the BSA and remove approximately 27 trees, within grading limits. The project site contains County-protected tree species, with a DBH of 6.5 inches or greater, as defined by local Municipal Code Chapter 816-6 – Tree Protection and Preservation Ordinance, that typically fall under County tree regulations. However, County Public Works Department projects are considered exempt from the local ordinance and therefore are not subject to local tree regulations. Therefore, the proposed project would not conflict with any local ordinances protecting biological resources, including trees.

Although the proposed project is exempt from the local tree ordinance, the County proposes to revegetate areas through implementation of MM BIO-1b and MM BIO-1c, which address post-construction revegetation measures, indicating that any locations slated for grading or where existing vegetation is cleared will be replanted with a mix of native upland species that are ecologically appropriate for the site. Additionally, adherence to MM BIO-2a and MM BIO-2d would reduce potential construction-related impacts to trees proposed for removal and/or preservation, that fall within the on-site riparian woodland, under protection of the CDFW. The project applicant must consult with the CDFW and the RWQCB, to address the proposed impacts to protected waters and associated riparian vegetation. Therefore, through adherence to MM BIO-1b, MM BIO-1c, and MM BIO-2a and MM BIO-2d listed above, any potential impacts due to project development would be further reduced to less than significant levels.

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

No Impact: 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 not located within an area of Contra Costa County that is covered by the ECCC HCP/NCCP. Thus, the proposed project would not conflict with any conservation plan.

Sources of Information

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California Department of Fish and Wildlife (CDFW). 2025. Areas of Conservation Emphasis (ACE). Website: <https://wildlife.ca.gov/Data/Analysis/Ace>. Accessed August 22, 2025.

California Native Plant Society (CNPS). 2025. CNPS Inventory or Rare Plants (CNPS Inventory). Website: rareplants.cnps.org/. Accessed March 11, 2025.

- California State Water Resource Control Board (State Water Board). 2021. State Policy for Water Quality Control: State Wetland Definition and Procedures for Discharges of Dredged or Fill Material to Waters of the State. Website: https://www.waterboards.ca.gov/water_issues/programs/cwa401/docs/2021/procedures.pdf. Accessed March 20, 2025.
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- East Contra Costa County Habitat Conservancy. 2020. Correspondence: Proposed project, County File Number DP20-3011. Agency Comment Response Letter. June.
- FirstCarbon Solutions (FCS). 2025. Draft Natural Environment Study (Minimal Impacts). Prepared for Contra Costa County. April.
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- United States Fish and Wildlife Service (USFWS). 2025. Information for Planning and Consultation (IPaC). Website: ecos.fws.gov/ipac/. Accessed March 20, 2025

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

SUMMARY:

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

No Impact: Historical resources in this context refer to the built environment, mainly buildings and structures over 45 years in age that may be eligible for inclusion on the California Register of Historical Resources (CRHR). The CRHR includes the National Register of Historic Places (NRHP), as well as some California Historical Landmarks and Points of Historical Interest. The records search conducted at the Northwest Information Center (NWIC) on July 23, 2025, did not identify any historic era built environment resources within the 0.5-mile search radius, nor within the proposed project boundaries. Additionally, the August 1, 2025 pedestrian survey failed to identify any historical resources within the project boundaries. Thus, the proposed project would not cause a substantial adverse change to historical resources, and no mitigation measures are required.

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

Less Than Significant With Mitigation Incorporated: Section 15064.5 of the CEQA Guidelines defines significant archaeological resources as resources that meet the criteria for historical resources, as discussed above, or resources that constitute unique archaeological resources. A project-related significant adverse effect could occur if a project were to affect archaeological resources that fall under either of these categories.

Records search results from the NWIC indicate that six (three pre-contact and three pre-contact/historic) archaeological resources have been recorded within the 0.5-mile search radius, none of which are located within the project site boundaries. Additionally, the pedestrian survey conducted on August 1, 2025, did not identify any previously unidentified archaeological resources. All traversable areas of the project site were closely inspected for culturally modified soils or other indicators of potential historic or pre-contact resources. Ground visibility was less than 20 percent due to overgrown foliage; additionally, the project site is immediately adjacent to San Pablo Dam Road. Therefore, it is possible that earthmoving activities associated with project construction could encounter previously undiscovered archaeological resources. Archaeological resources can include but are not limited to stone, bone, wood, or shell artifacts or features,

including hearths and structural elements. Damage or destruction of these resources would be a potentially significant impact.

As described further in Impact 18(b), the County conducted Tribal Consultation with the CVLN in order to agree to measures to mitigate or avoid a significant effect on a Tribal Cultural Resource (TCR). An agreement was reached, and consultation was concluded on August 20, 2025, after meetings to evaluate the potential presence of resources within the project site. Implementation of MM CUL-1, MM CUL-2 and MM CUL-3 would ensure that this potential impact is reduced to a less than significant level.

As such, the proposed project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 with the implementation of MM CUL-1, MM CUL-2 and MM CUL-3. Impacts would be less than significant with mitigation incorporated.

Potential Impacts:

Implementation of the following mitigation measures would ensure that potential impacts from construction activities to archaeological resources, pursuant to Section 15064.5, would be reduced to less than significant levels.

MM CUL-1 Unanticipated Discovery of Cultural Resources:

- Contractor shall be notified of the possibility of encountering historic or archaeological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction.
- Prior to the initiation of construction activities, a qualified Archaeologist shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, project mitigation measures, and procedures to be followed with regard to historical, archaeological, and Tribal resources that may be encountered over the course of the project.
- Procedures for discovery include:
 - If potential archaeological or Tribal cultural materials are encountered during construction, the Contractor shall cease all ground-disturbing activities within a 100-foot radius of the find. The Contractor shall immediately notify the District Resident Engineer or their designated representative to request a qualified Archaeologist and Confederated Villages of Lisjan Nation (CVLN) representative to assess the nature and significance of the find. The Archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery.
 - If the finding(s) is not determined to be potentially significant, work may resume.
 - If the finding(s) is determined to be potentially significant, the Archaeologist in consultation with the Tribal representative shall develop a mitigation plan, which shall be implemented by the entity in accordance with State guidelines and in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the

resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for the Tribal Cultural Resources (TCRs) include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of Tribal resources and cultural items. No photography of resources is permitted.

- Any previously undiscovered resources found during construction within the Project Site shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required.

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

Less Than Significant With Mitigation Incorporated: While no formal cemeteries or areas containing human remains are known to be in the project site's vicinity, the possibility always exists that construction-related ground disturbance may uncover previously undiscovered human remains. In the unlikely event such a discovery is made, CEQA Guidelines Section 15064.5, Health and Safety Code Section 7050.5, and Public Resources Code Section 5097.94 and Section 5097.98 must be followed. Additionally, implementation of MM CUL-2, which details inadvertent discovery procedures, would reduce potential impacts to previously undiscovered human remains to a less than significant level.

Potential Impacts:

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

MM CUL-2 Impact to Previously Undiscovered Human Remains

- In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance within 100 feet of the remains until the Contra Costa County Coroner is contacted to determine whether the remains are Native American and if an investigation of the cause of death is required. At the same time, an Archaeologist shall be contacted to assess the situation.
- If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects.
- If the Confederated Villages of Lisjan Nation (CVLN) is designated as the MLD, the Tribe shall make every effort to recommend keeping ancestral

remains and funerary objects in situ and protected. If removal of burials is necessary, Tribal representatives shall work with the qualified Archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography, testing, or scientific study, destructive or non-destructive, shall be conducted on ancestral human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The Archaeologist shall prepare a report of all activities, including documenting methods and results as well as recommendations for the treatment of the human remains and any associated archaeological materials. The report shall be submitted to the District, the Northwest Information Center (NWIC), and the Tribe.

- Tribal representatives shall rebury the Native American human remains and associated funerary objects with appropriate dignity either: (1) in accordance with the recommendations of the MLD if available; or (2) in the project vicinity at a location decided upon between the CVLN representative and the County, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery is to be documented on California Department of Parks and Recreation (DPR) 523 forms and otherwise kept confidential and secure to prevent any further disturbance.

Sources of Information

Cultural resources source information available upon request (Appendix C).

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY—Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

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

Less Than Significant Impact. The proposed project is a public infrastructure repair project involving trenchless culvert installation, grouting, concrete work, and roadway rehabilitation over approximately 115 working days in 2026. Energy usage would primarily occur during construction, with no long-term operational energy demands or usage expected beyond periodic maintenance typical of road infrastructure. Because this is a replacement and rehabilitation project (rather than new infrastructure), it avoids expansion-related operational emissions or energy demands.

Construction

The proposed project would result in temporary energy use during construction activities. Key sources of energy use during construction include diesel or gasoline fuel use for heavy equipment, transportation for hauling materials and workers to and from the site, and electricity or fuel use for concrete and grout mixing operations (if conducted on-site).

However, this energy use is considered typical for infrastructure repair projects of this scale and is not wasteful or inefficient for the following reasons:

- The proposed project would utilize trenchless methods (pipe ramming and jack and bore), which reduce surface disturbance, minimize material hauling needs, and require less intensive roadway demolition and reconstruction than open-cut methods.
- The use of modern construction equipment with more stringent emissions and fuel efficiency standards (pursuant to California Air Resources Board [ARB] regulations) would help limit unnecessary energy consumption. Furthermore, the construction process itself is already designed to be efficient to minimize additional fuel use. Construction would be short-term (approximately 115 working days) and scheduled to avoid extended periods of idling or redundant work.
- All trenchless and concrete work would be done in place, reducing the need for large-scale transport of soil or off-site prefabrication. There would be minimal soil import or export for soil piles generated by boring the new culvert, which would reduce fuel use associated with haul trips using heavy-duty vehicles.

- Energy use associated with worker commutes, equipment mobilization, and material deliveries is not unusual and would be minimized through proper planning and staging.

Operation

Post-construction, the proposed project would not be associated with ongoing energy use. Once complete, the culverts and rehabilitated road surface would not require ongoing energy use, apart from standard maintenance. No energy-consuming features such as street lighting, pumps, or mechanical systems are being installed.

The project would not result in wasteful, inefficient, or unnecessary energy consumption during construction or operation. The energy use is limited in duration, scope, and scale, and the construction methods are inherently more efficient than conventional alternatives, and impacts would be less than significant.

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

Less Than Significant Impact. The proposed project is located in unincorporated Contra Costa County. The analysis considers whether the proposed project would conflict with or obstruct the 2045 General Plan the CAAP, and the 2022 ARB Scoping Plan.

2045 General Plan and CAAP

Energy goals and policies are integrated into the 2045 General Plan and the CAAP. Initiatives include reducing vehicle emissions. Implementation of these initiatives would help promote energy efficiency and reduced energy use associated with the proposed project.

Consistency Analysis

The proposed project would rehabilitate existing transportation infrastructure, which supports the 2045 General Plan/CAAP by improving resilience and extending asset life without inducing growth or unnecessary fuel use. It uses energy-efficient construction methods (such as trenchless installation), minimizing material hauling and surface disturbance which supports Policy TR-2 Actions of the CAAP, which calls for increasing the use of zero-emission vehicles. By replacing aging, failed infrastructure, the proposed project also supports adaptation to climate change. Overall, the proposed project would not add new, permanent energy-consuming infrastructure, and avoids expanded road capacity or traffic-inducing features, thus consistent with GHG and energy reduction goals of the 2045 General Plan/CAAP as described above.

2022 Scoping Plan

The 2022 ARB Scoping Plan outlines how the State will achieve carbon neutrality by 2045, including strategies to reduce energy demand, electrify equipment, and decarbonize infrastructure projects.

Consistency Analysis

The proposed project would involve short-term energy use during construction, which is typical and minimal compared to energy-intensive industrial or operational projects. Use of modern, emissions-compliant equipment and avoidance of unnecessary material transport or disturbance is consistent with ARB strategies for efficiency and emission reduction. Furthermore, as described

above, the proposed project would not result in wasteful or inefficient energy use, which is inherently consistent with the 2022 Scoping Plan.

The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, and impacts would be less than significant.

Sources of Information

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<https://www.contracosta.ca.gov/4732/General-Plan>. Accessed August 12, 2025.

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California Air Resources Board (ARB). 2022 Scoping Plan. November. Website:

https://ww2.arb.ca.gov/sites/default/files/2022-12/2022-sp_1.pdf. Accessed August 12, 2025.

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

SUMMARY:

- a) *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

No Impact. Surface rupture occurs when strong seismic shaking causes an active fault to offset and break through the surface. Because of the threat surface rupture poses to structures directly located on, or in proximity to active fault lines, the State of California established regulatory zones under the Alquist-Priolo Earthquake Fault Zoning Act of 1972 directly around active fault lines capable of producing surface rupture.

The project site is not located on, or in direct proximity to an active fault line delineated as a Special Study Zone. The closest active fault line is the Hayward Fault located approximately 2.2

miles west of the project site where the risk of surface rupture is negligible. Since the project site is not situated on or in direct proximity to an Alquist-Priolo Earthquake Fault, the construction activities and operation associated with the proposed project would not directly or indirectly risk the loss or injury of individuals from rupture of a known earthquake fault. Therefore, the proposed project would have no impact pertaining to substantial adverse effects involving the rupture of a known earthquake fault.

ii) *Strong seismic ground shaking?*

Less Than Significant Impact. Seismic ground shaking is caused by the sudden movement along active fault lines resulting in the release of stored energy in the form of seismic waves. The intensity of ground shaking depends on many factors including subsurface conditions beneath the project site, distance from the epicenter, depth of the hypocenter, the direction of surface rupture, and the strength of building materials. The project site is located within the San Andreas Fault System consisting of many major northwest striking right lateral strike-slip faults and other lesser-known faults. The closest major fault line is the Hayward Fault located approximately 2.2 miles west of the project site.

Since the project site is in a seismically active region, there is a potential for strong seismic shaking to occur. Development of the proposed project would include the use of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported, such as in the event of ground shaking, and will stabilize compromised soils. Construction of the proposed project would involve the use of a pneumatic hammer that could cause seismic shaking. However, seismic shaking as a result of proposed project construction would be temporary. Proposed project operations would not involve uses related to seismic ground shaking. The proposed project would not construct any buildings that could expose individuals to the risk of injury or loss from strong seismic shaking. Completion of the proposed project would result in similar infrastructure as existing conditions. Therefore, impacts would be less than significant.

iii) *Seismic-related ground failure, including liquefaction?*

Less Than Significant Impact With Mitigation Incorporated. Liquefaction is a secondary hazard generated from strong seismic shaking that occurs in loose water-saturated sandy soils with a shallow water table. Strong seismic shaking causes the water table to temporarily pull aggregates apart, turning soils from a solid into a liquid-like state and may cause the subsidence or tilting of structures and utilities to rise to the surface. Areas susceptible to liquefaction are mapped as regulatory zones by the California Geological Survey (CGS) under the Seismic Hazard Mapping Act.

According to the Department of Conservation's CGS Earthquake Zones of Required Investigation, the project site is located within a Liquefaction Zone of Required Investigation. As such, the repair of the culvert system and the roadway could be susceptible to liquefaction if not designed properly. A Geotechnical Report and supplemental materials were produced for the proposed project by BSK Associates in 2024 (Appendix D). Appendix D contains recommendations to address seismic-related ground failure, such as conducting deeper foundation excavations if loose or soft soil is encountered. Appendix D recommends retaining a Certified Engineering Geologist (CEG) to monitor proposed project construction. As such, MM GEO-1 would be incorporated as part of the proposed project to ensure existing soil conditions and applicable recommendations are consistent with those included in Appendix D.

Furthermore, the proposed project would not develop any structures intended for occupancy that could expose individuals to seismically induced liquefaction. Since the proposed project would incorporate MM GEO-1, and completion of the proposed project would be similar to already existing conditions, the proposed project would not result in the injury or loss of individuals from seismically induced liquefaction. Therefore, the proposed project would have a less than significant impact with mitigation pertaining to seismically induced liquefaction.

Potential Impact:

Ground disturbance during the proposed project's construction phase has the potential to contribute to seismic-related ground failure. The following mitigation measure will ensure that design recommendations from the Geological and Geotechnical Investigation Report will be adequately applied during development of the proposed project.

MM GEO-1 Soil Condition Monitoring: A Geologist under the supervision of a Certified Engineering Geologist (CEG) working for the Geotechnical Engineer-of-Record, and approved by the Contra Costa County Department of Conservation and Development prior to issuance of any construction permit, shall be retained for construction of the proposed project. The CEG shall monitor for soil stability prior to and during all excavations and earthwork activities for construction of the proposed project. The CEG shall evaluate the applicability of the recommendations presented in the Geological & Geotechnical Investigation Report by BSK Associates to the subsurface conditions encountered. If required, the CEG shall recommend appropriate changes in design or construction procedures if conditions differ from those outlined in the report.

iv) *Landslides?*

Less Than Significant Impact With Mitigation Incorporated. Landslides are the downslope movement of earthen materials that are typically located on steep slopes comprised of weak soils and rock that can be generated from strong seismic shaking. The project site is located on relatively steep terrain consisting of an approximate 45-foot elevation gain from Old San Pablo Dam Road from the east to San Pablo Dam Road to the west. The General Plan Health and Safety Element identifies the project site as being within an area having significant slopes with past landslide activity. The project site is also in direct proximity to Landslide Zones of Required Investigation by the CGS. As such, the repair of the culvert system and roadway could be susceptible to seismically induced landslides if not designed properly.

A geotechnical report and supplemental materials were prepared for the proposed project and are included in Appendix D. Appendix D includes design recommendations to reduce impacts pertaining to weak soil conditions that could induce landslides. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the utilization of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Grouting would also assist in stabilizing compromised soils between the culvert system and roadway surface. These recommendations would be implemented appropriately with the incorporation of MM GEO-1. In addition, the proposed project would not construct any structures intended for occupancy that could expose individuals to seismically induced landslides. Moreover, according to Appendix D, no landslides have been previously recorded on the project site. Since the proposed project would

incorporate MM GEO-1, and completion of the proposed project would be similar to already existing conditions, the proposed project would not result in the risk of injury or loss of individuals from seismically induced landslides. Therefore, the proposed project would have a less than significant impact with mitigation related to seismically induced landslides.

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

Less Than Significant Impact: The proposed project would involve construction activities that could increase the rate and amount of soil erosion. While the proposed project disturbs less than one acre of soil and no Storm Water Pollution Prevention Plan (SWPPP) is required under the 2022 National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Construction General Permit, a Water Pollution Control Plan for compliance with County standards will be prepared prior to construction, which establishes stormwater pollution prevention measures for construction projects less than one acre in size through implementing good housekeeping BMPs to manage non-stormwater discharges. These measures include, but are not limited to, mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Lastly, the proposed project would be required to comply with General Plan Goals and Policies such as Policy PFS-A5.4, mandating programs for development projects along watercourses to include erosion control. Since the proposed project would be required to comply with State and local regulations on soil erosion, the proposed project would not result in substantial soil erosion or the loss of topsoil. Therefore, the proposed project would have a less than significant impact on soil erosion and the loss of topsoil.

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

Less Than Significant Impact With Mitigation Incorporated: According to the United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) Web Soil Survey, the project site is located on the Altamont – Fontana Complex Soil Series which typically consists of a soil profile of clays and silty clay loam with residuum weathered from sandstone and shale as the parent material.

Landslides: As previously discussed above, the proposed project is on relatively steep terrain with an approximate 45-foot elevation gain. The CGS delineates a Landslide Zone of Required Investigation in direct proximity to the project site and the General Plan Health and Safety Element identifies the project area as previously experiencing landslide activity. Furthermore, the Altamont and Fontana Soil Series have properties that can generate medium to very rapid runoff that could result in a higher susceptibility to landslides. As such, although no landslides have been recorded on the project site, the proposed project could be located on unstable soils that could result in landslides. As discussed in Impact 7(a) above, Appendix D includes design recommendations to reduce impacts pertaining to weak soil conditions that could induce landslides. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the utilization of contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project. Since design recommendations from the geotechnical report would be incorporated into the proposed project to prevent project generated landslides via MM GEO-1, the proposed project would not result in any on- or off-site landslides.

Therefore, impacts on project-induced landslides would be less than significant with mitigation incorporated.

Liquefaction: Soils susceptible to liquefaction are loosely consolidated sandy soils with a shallow groundwater table. The CGS delineates the project site within a Liquefaction Zone of Required Investigation indicating a shallow water table in recently deposited sands and silts that are likely associated with the intermittent drainage beneath San Pablo Dam Road. As such, the proposed project could be located beneath soils susceptible to liquefaction. Appendix D contains recommendations to address seismic-related ground failure, such as conducting deeper foundation excavations if loose or soft soil is encountered. Grouting would also assist in stabilizing compromised soils between the culvert system and roadway surface. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project to minimize potential hazards. Therefore, the proposed project would have a less than significant impact on project-induced liquefaction with mitigation incorporated.

Lateral Spreading: Lateral spreading is a phenomenon generated from liquefaction that occurs on nearly horizontal slopes with a soil profile comprised of coherent materials overlaying saturated and loose sediments. The project site is delineated within a Liquefaction Zone of Required Investigation by the CGS and is situated on steep terrain where some slopes may be nearly horizontal. As such, the project site may be in an area susceptible to lateral spreading. However, as previously described above, Appendix D contains recommendations to reduce impacts related to soil conditions. Appendix D recommends utilization of compaction grouting to assist in stabilizing compromised soils between the culvert system and roadway surface, along with contact grouting around the exterior of the pipes to ensure that the newly installed pipes are properly supported and embedded in appropriate material. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project to minimize potential of project-induced lateral spreading. Therefore, the proposed project would not result in the instability of soils resulting in lateral spreading and impacts would be less than significant with mitigation incorporated.

Subsidence: Subsidence is the gradual and widespread sinking of the surface that can occur naturally through underlying soil conditions, or from the overexploitation of resources such as groundwater resulting in the compaction of sediments. Soils highly susceptible to natural subsidence are clays and silts, due to their shrink and swell potential. As such, the project site could be located on unstable soils susceptible to subsidence, or could generate subsidence from additional loading. Appendix D includes design recommendations to reduce impacts pertaining to underlying soil conditions that could contribute to subsidence. These recommendations include conducting deeper foundation excavations if loose or soft soil is encountered and the use of grouting to assist in stabilizing compromised soils between the culvert system and roadway surface. Implementation of MM GEO-1 would ensure that the applicable recommendations are incorporated into development of the proposed project. Since the proposed project would incorporate MM GEO-1, the proposed project would not result in project-induced subsidence. Therefore, the proposed project would have a less than significant impact related to project-induced subsidence.

Collapse: Collapsible soils are soils having a structure with sand and silt sized particles held together by clay with high void ratios that reduce in volume from wetting or additional loading. Naturally occurring collapsible soil typically occurs in loosely unconsolidated materials either at the surface or at considerable depths and can be further exacerbated from additional sources of

wetting including alterations in stormwater runoff. However, the proposed project would improve stormwater infrastructure on the project site and would be designed in compliance with design recommendations of a project-specific geotechnical report. Since the proposed project would prepare a geotechnical investigation and report that would address soil stability and provide design recommendations to prevent collapse, the proposed project would not result in project-induced collapse. Therefore, the proposed project would have a less than significant impact related to project-induced collapse.

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

Less Than Significant Impact: Expansive soils are high plasticity clays or silty clays that experience significant volume changes with the removal or addition of moisture. As such, soils on the project site may have expansive capabilities. However, the proposed project does not involve the construction of any structures. Rather, it requires the repair of an existing culvert system and a segment of San Pablo Dam Road in a manner that would improve functioning of stormwater infrastructure and increase roadway safety along San Pablo Dam Road. As such, the proposed project would not create any direct or indirect risk to life or property generated from expansive soils, and the proposed project would have a less than significant impact pertaining to expansive soils.

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

No Impact: The proposed project would involve the replacement and repair of an existing culvert system and a segment of San Pablo Dam Road. No structures are proposed that would require the installation of a septic tank or alternative wastewater disposal system. As such, there would be no impact on septic tanks or alternative wastewater disposal systems.

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

Less Than Significant Impact With Mitigation Incorporated: Fossils are nonrenewable paleontological resources that consist of large or small identifiable vertebrate, or invertebrate, plant, or trace fossils that provide critical information for a range of scientific disciplines and require protection from impacts generated from development projects as mandated by federal, State, and local rules and regulations. Areas that have high paleontological potential for uncovering significant paleontological resources have a stratigraphy comprised of sedimentary formations temporally or lithologically suitable for the preservation of fossils such as fine-grained fluvial and marine sandstones and argillaceous paleosols, while areas of low potential have rock units comprised of basalt flows and colluvium. Furthermore, paleontological resources are usually found in areas consisting of a geomorphology of lower elevated areas where deposition historically occurred such as alluvium deposits associated with floodplains and basins.

Geologic mapping identifies the project site to be situated on the Orinda Formation that has previously yielded many plants and vertebrate fossils. A record search using the University of California Museum of Paleontology (UCMP) Locality Search Online Database was conducted to identify any potential fossil localities on or in proximity to the project site. Although the UCMP Locality Search Online Database does not provide the absolute location for its fossil localities,

each locality has a locality name that may provide the relative location of the fossil locality that can be used to determine its distance from the project site. A search for fossil localities in Contra Costa County within the Orinda Formation yielded 23 vertebrates including those from the Caldecott Tunnel, 14 invertebrates, and five microfossils. Locality names included San Pablo Ridge, San Pablo Creek Valley, and Wildcat Canyon.

Overall, the project site is situated on the Orinda Formation which consists of sedimentary deposits that previously underwent deposition and has yielded many fossil localities. As such, any excavation or ground disturbance at greater depths has the potential for uncovering significant paleontological resources. Therefore, construction activities from the proposed project would incorporate MM GEO-2, which requires a temporary halt in all ground-disturbing activities if potential paleontological materials are discovered. With the implementation of MM GEO-2, the proposed project would not directly or indirectly destroy a unique paleontological resource, and impacts would be less than significant.

Potential Impact:

Ground disturbance during the project's construction phase has the potential for disturbing previously unknown unique paleontological resources. In addition to the mitigation measures for Cultural Resources, the following mitigation measures will ensure that in the event unique paleontological resources are discovered, the proper actions are taken to reduce the adverse environmental impacts to unique paleontological resources to a less than significant level.

MM GEO-2 Paleontological Resource Discovery: Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), the County shall be immediately notified, and all earthwork within 100 feet of the materials shall be stopped immediately until a qualified Paleontologist is contacted and retained to evaluate the significance of the find. If the find is not significant, work may resume. If the find is potentially significant, the Paleontologist, in coordination with the County, would implement appropriate sampling, salvaging, identification, and reporting procedures consistent with California Public Resources Code 30244.

Sources of Information

California Department of Conservation. California Geological Survey (CGS). EQ Zapp: California Earthquake Hazards Zone Application. Website:
<https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 9: Health and Safety Element. Website:
<https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed August 13, 2025.

Contra Costa Municipal Code. Ordinance Code Division 1010—Drainage. Website:
https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT10P_UWOFLCO_DIV1010DR_CH1010-10NUAB_1010-10.202AB. Accessed August 13, 2025.

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United States Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS).

Web Soil Survey. Website: <https://websoilsurvey.nrcs.usda.gov/app/HomePage.htm>. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact. GHG emissions would occur during construction activities associated with implementation of the proposed project. GHG emissions would also come from the use of trucks transporting equipment and material to/from the site, and from the motor vehicles of the construction workers. GHG emissions were estimated using CalEEMod; detailed assumptions and outputs are available in Appendix A. Construction-related GHG emissions associated with the proposed project were estimated as 132 tons in total. The analysis assumes that construction would begin in 2026 and last approximately 115 working days. As vehicle and equipment fuel efficiencies and emission control standards continue to incrementally improve each year, construction emissions would be likely to decrease nominally and therefore, the GHG emissions estimated from construction of the proposed project represent a conservative assessment should the construction schedule move to later years.

The Bay Area Air District’s 2022 CEQA Guidelines do not propose a construction-related climate impact threshold. However, the California Governor’s Office of Land Use and Climate Innovation (LCI) supports the use of qualitative thresholds based on consistency with applicable regulations, plans, policies, and regulatory programs as a valid approach for evaluating GHG impacts under CEQA. This includes assessing whether a project aligns with State climate goals, local Climate Action Plans, standard conditions or ordinances, and other adopted frameworks for GHG reduction. When a project demonstrates such consistency, it provides substantial evidence that its incremental contribution to climate change is not cumulatively considerable and is therefore less than significant. Once the proposed project is complete, there will be no operational GHG emissions. The proposed project components include site preparation, demolition, grading trenchless culvert installation, grouting, concrete work, and roadway rehabilitation. Once this work is complete, the proposed project would not have any associated GHG emissions. Thus, in comparing against Bay Area Air District’s operational-related thresholds of significance for GHGs, there will be no natural gas use, no inefficient energy use and no Vehicle Miles Traveled (VMT) generated. There would be no parking, and therefore the electric vehicle (EV) infrastructure component of the GHG thresholds is not applicable.

Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The proposed project is located in Contra Costa County. The analysis considers whether the proposed project would conflict with or obstruct the CAAP adopted in 2024 and the 2022 ARB Scoping Plan.

Contra Costa County Climate Action and Adaptation Plan

The CAAP establishes a framework to reduce GHG emissions 40 percent below 1990 levels by 2030 and prepare for climate-related hazards. Overall, the proposed project aligns with the CAAP's initiatives, particularly those focused on infrastructure resilience and low-emission construction practices. Relevant initiatives include mitigating air quality impacts and minimizing vegetation loss and requiring revegetation with native species (NI-4 Actions). In addition, CAAP initiatives include working with contractors, fleet operations, logistics companies and other operators of heavy-duty vehicles to accelerate to zero-emission heavy-duty vehicles (TR-2 Actions). Overall, the proposed project's trenchless methods, revegetation plan, and storm-resilient culvert design support the County's climate adaptation priorities.

Furthermore, the CAAP focuses on reducing long-term operational emissions from land use, energy, and transportation. The proposed project would not result in new operational-related vehicle trips or buildings, would improve transportation infrastructure resilience, and would incorporate erosion control and revegetation methods. Therefore, the proposed project is consistent with the County's CAAP.

2022 Scoping Plan

The proposed project is consistent with the 2022 Scoping Plan, which outlines the State's strategy to reduce GHG emissions 85 percent below 1990 levels by 2045 and achieve net-zero emissions economy-wide by 2045. Specifically, the proposed project aligns with the 2022 Scoping Plan's emphasis on resilient infrastructure and climate adaptation, as identified in Chapter 4 (Carbon Neutrality) and Chapter 8 (Natural and Working Lands). By upgrading critical storm-damaged culverts and stabilizing the roadway to withstand future extreme weather events, the proposed project supports the 2022 Scoping Plan's goals of investing in climate-resilient infrastructure and reducing vulnerability to climate impacts (Climate Resilience). Use of trenchless construction methods are consistent with the 2022 Scoping Plan's support for low-emission construction practices.

Therefore, impacts related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant.

Sources of Information

CalEEMod Output Report, Appendix A.

California Air Resources Board (ARB) and the California Governor's Office of Land Use and Climate Innovation (LCI). 2023. CEQA 202 Series: Greenhouse Gas Emissions. Website: https://lci.ca.gov/ceqa/docs/20230517-CEQA_202_GHGAnalysis_Slides.pdf. Accessed August 12, 2025.

Contra Costa County. 2024. Climate Action and Adaptation Plan 2024 Update. November. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84967/Contra-Costa-County-2024-Climate-Action-and-Adaptation-Plan-PDF?bidId=>. Accessed August 12, 2025.

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Bay Area Air Quality Management District (Bay Area Air District). 2022. 2022 CEQA Air Quality Guidelines. April. Website: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed October 1, 2025.

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

SUMMARY:

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

Less Than Significant Impact:

During construction, construction vehicles will travel to and from the project site. Examples of construction vehicles include, but are not limited to: excavators, graders, scrapers, loaders, sweepers/scrubbers, plate compactors, vibratory compactors, rollers, backhoes, cranes, drill rigs, concrete pump trucks, generators, water trucks, storage/sedimentation tanks, and pavers. Portable construction trailers (portable office structure), pneumatic hammer, and a jack and bore machine would also be placed at each site. Dewatering equipment would be used, including, but not limited to: coffer dams, pumps, and bypass lines. This equipment may require the use of fuels and other common liquids that have hazardous properties (e.g., fuels, oils, fluids that are flammable) but they would be handled in small quantities that would not create a substantial hazard for construction workers and/or the public. Furthermore, the transportation, use, and disposal of

hazardous materials would be subject to federal and State regulations such as the Hazardous Materials Transportation Act, the California Health and Safety Code, and California Code of Regulations Title 8, which establish regulations on identifying, packaging, and labeling hazardous materials and waste, hazardous material safety training and supervision, and permit requirements for the transportation and disposal of hazardous waste.

Operation of the proposed project would require routine maintenance, similar to existing infrastructure throughout the County. The proposed project would not require routine transportation, use, or disposal of hazardous materials. Compliance with federal, State, and local hazardous materials regulations would minimize the risk to the public presented by these potential hazards during construction of the Project. Therefore, the proposed project would have a less than significant impact.

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

Less Than Significant Impact: As discussed above, construction of the proposed project would involve the temporary use of hazardous materials. Although there are numerous ways an accident can occur that could release hazardous materials into the environment, those that are reasonably foreseeable due to the nature of the proposed project would involve vehicles transporting hazardous materials and waste to and from the project site, where collisions could release hazardous materials or waste into the surrounding environment, or accidental exposure of construction workers through the misuse of hazardous materials on the project site.

However, use of construction-related hazardous materials would occur in compliance with established federal and State regulations, including the Hazardous Materials Transportation Act, Health and Safety Code, and California Code of Regulations Title 8. Specifically, California Code of Regulations Title 8 provides regulations on the identification, packaging, and labeling of hazardous materials and waste, employee safety training, and establishes procedures for identifying and evaluating workplace hazards such as conducting frequent inspections to ensure corrective action is taken. Therefore, following compliance with established regulations and policies, the proposed project would have a less than significant impact regarding release of hazardous materials into the environment.

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

No Impact: There are no schools located within 0.25 mile of the project site. The nearest school is the Wagner Ranch Elementary School located approximately 1.6 miles southeast of the project site. Additionally, no proposed schools are located within a quarter mile of the project site, as it is surrounded by undeveloped lands managed by the EBMUD for recreational and watershed management purposes. Since no existing or proposed schools are located within a quarter mile of the project site, the proposed project would not emit or handle hazardous materials or substances within a school and no impact would occur.

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

No Impact: The Cortese List is managed by the California Department of Toxic Substances Control (DTSC) and the California State Water Resources Control Board (State Water Board). The DTSC provides a list of hazardous waste facilities and sites subject to corrective action, while the State Water Board compiles a list of sites with Leaking Underground Storage Tanks (LUSTs), solid waste disposal sites with waste discharges outside their management unit, and sites with active cease and desist and cleanup and abatement orders. According to the Cortese List, the project site is not located on any hazardous materials sites from the types of sites listed above. Therefore, the proposed project would have no impact pertaining to hazardous materials sites.

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

No Impact: The project site is not located within 2 miles of a public airport or within the boundaries of an airport land use plan. The closest public airport is the Buchanan Field Airport located approximately 10.6 miles east of the project site. Therefore, the proposed project would not present any safety or noise hazards for people working in the project area and no impact would occur.

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

Less Than Significant Impact: The Contra Costa County 2024 Hazard Mitigation Plan is the applicable emergency response and evacuation plan for the County. The 2024 Hazard Mitigation Plan is compiled into the General Plan Health and Safety Element which identifies emergency response strategies and evacuation routes depending on the type and extent of the disaster. The General Plan Health and Safety Element distinguishes San Pablo Dam Road as a potential evacuation route. In addition, the proposed project is located within the Moraga-Orinda Fire Protection District, which strives to maintain an emergency response time of 6 minutes 90 percent of the time.

A traffic control plan would be prepared and approved prior to construction, which would ensure emergency vehicles would have access at all times. Roadwork phasing would ensure that one lane is open at all times.

Following construction, all obstructions would be removed to ensure the roadway is restored for safe and efficient travel. Since the proposed project would maintain access to emergency vehicles at all times; would maintain fire apparatus access road requirements; and the Moraga-Orinda Fire Protection District would be able to serve the project site within its established response time threshold in the event of an emergency, the proposed project would not impair or physically interfere with an emergency response or evacuation plan. Therefore, the proposed project would have a less than significant impact related to impairing or interfering with an emergency response or evacuation plan.

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

Less Than Significant Impact With Mitigation Incorporated: The California Department of Forestry and Fire Protection (CAL FIRE) designates State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs) into Moderate, High, or Very High Fire Hazard Severity Zones (FHSZs). The project site is located within a Very High FHSZ within a SRA. Although the proposed project would not develop any structures or affect residences or gathering places that could potentially be exposed to wildland fires, construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires. As such, the proposed project would incorporate MM HAZ-1 to reduce potential fire risk for construction workers, in turn mitigating potential for wildfire spread to surrounding areas. Lastly, Moraga-Orinda Fire Protection District Station 45 would be able to provide services to the project site within its established 6-minute response threshold for emergency situations. Since the proposed project would incorporate MM HAZ-1 and would be adequately served by the Moraga-Orinda Fire Protection District, impacts related to wildland fire exposure would be less than significant impact with mitigation incorporated.

Potential Impact:

The project site is located within a Very High FHSZ and construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires. The following mitigation measure will ensure that risks related to wildland fires are reduced to a less than significant level.

MM HAZ-1 Wildfire Safety Procedures: During project construction, staging and equipment/vehicle parking areas shall be cleared of dead vegetation that could serve as fuel for combustion. The clearing shall include vegetation trimming within a few inches of the ground. No grading shall take place as part of the vegetation clearing. Additionally, fire extinguishers will be kept on-site. If work is to be performed during the dry season, workers shall be informed of wildland fire risk and measures to prevent it via brochures and worker awareness training.

Sources of Information

California Building Standards Commission. 2025 California Fire Code, California Code of Regulations, Title 24, Part 9. Website: <https://codes.iccsafe.org/content/CAFC2025P1>. Accessed November 7, 2025.

California Department of Toxic Substances Control (DTSC). Hazardous Waste and Substances Site List (Cortese). Website: <https://dtsc.ca.gov/dtscs-cortese-list/>. Accessed August 15, 2025.

California State Geoportal. California Fire Hazard Severity Zone Viewer. Website: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. Accessed August 15, 2025.

Contra Costa County. 2045 General Plan. Chapter 9: "Health and Safety Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed November 7, 2025.

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

SUMMARY:

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

Less Than Significant Impact: The project site is located within the San Pablo Hydraulic Planning Area, where surface waters in the watershed are diverted into the San Pablo Reservoir prior to being transferred northbound into the San Pablo Creek and conveyed into the San Pablo Bay. As previously discussed, the proposed project would implement construction activities such as demolition and excavation, and would utilize construction appliances such as diesel fuels, aggregates, concretes, and metals for the repair of an existing culvert system located in an intermittent drainage that directs water to the San Pablo Reservoir. As such, the proposed project would introduce dredged or fill material into the intermittent drainage and could discharge toxic pollutants into the San Pablo Reservoir resulting in potentially violating water quality standards. However, the proposed project would be subject to the CWA and would be required to request a Section 401 Certification from the San Francisco Bay San Francisco Bay RWQCB, who would evaluate whether the proposed project would be consistent with regional water quality objectives,

and obtain either an individual or general permit under Section 404 of the CWA through review by the USACE, where the applicant would demonstrate measures taken to minimize any discharges into streams or other surrounding water bodies. The proposed project is exempt from provision C.3 of the Municipal Regional Stormwater NPDES permit (MRP), because it is a road project that does not create any additional traffic lanes and creates less than 10,000 square feet of new impervious surface.

While the proposed project disturbs less than 1 acre of soil and no SWPPP is required under the 2022 NPDES Construction Stormwater Construction General Permit, a Water Pollution Control Plan for compliance with County standards would be prepared prior to construction including stormwater pollution prevention measures for construction projects less than 1 acre in size with implementation of good housekeeping BMPs to manage non-stormwater discharges. These BMPs would include, but are not limited to, mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Since the proposed project would implement a Water Pollution Control Plan, the proposed project would not substantially degrade surface or groundwater quality. Therefore, the proposed project would have a less than significant impact pertaining to surface and groundwater quality.

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

No Impact: The proposed project would not construct any groundwater wells or introduce any land uses requiring the extraction of groundwater. Furthermore, the proposed project would not introduce any new impervious surfaces that could interfere with groundwater recharge, as the project site largely consists of pervious surfaces including dense vegetated areas and the intermittent drainage, and any stormwater that accumulates on San Pablo Dam Road would be conveyed into the repaired concrete flume, directing water to the intermittent drainage and pervious surfaces. Since the proposed project does not require any groundwater extraction, and would not remove any pervious surfaces, the proposed project would not impede sustainable groundwater management of the basin, and no impact would occur.

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

- i) *Result in substantial erosion or siltation on- or off-site?*
- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site*
- iii) *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
- iv) *Impede or redirect flood flows?*

Less Than Significant Impact (i-iv): The proposed project would involve the repair of an existing culvert system beneath San Pablo Dam Road that allows water to convey through an intermittent drainage toward the San Pablo Reservoir. Construction activities would include demolition, excavation, grouting, and the removal of approximately 27 trees that could alter existing drainage patterns of the project area. However, the proposed project would comply with many applicable federal and State regulations, including Section 401 and Section 404 of the CWA.

As noted in Impact 10(a) above, the proposed project would disturb less than 1 acre of soil, and no SWPPP would be required under the 2022 NPDES Construction Stormwater Construction General Permit. However, a Water Pollution Control Plan for compliance with County standards would be prepared prior to construction. Specifically, the proposed project would utilize good housekeeping BMPs for construction projects such as mulching or hydroseeding, perimeter sediment control, and the installation of temporary sediment basins. Furthermore, the proposed project would not increase the impervious area or contribute runoff water that would exceed the capacity of the planned drainage system. The proposed project would repair the damaged culvert system through restoring previous hydraulic conditions and would further implement permanent erosion control measures and revegetation of any disturbed areas after construction is completed. Therefore, compliance with federal, State, and local rules and regulations would ensure that alterations would not generate erosion, higher runoff rates, or any on or off-site flooding hazards and impacts would be less than significant.

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

No Impact: The Federal Emergency Management Agency (FEMA) develops Flood Insurance Rate Maps (FIRMs) which delineate Special Flood Hazard Areas (SFHAs), being the land area covered by the floodwaters of a base flood, having a 1 percent chance of experiencing a flood that could equal or exceed historic levels in any given year. The project site is not delineated within a SFHA; the closest SFHA is approximately 0.1 mile east of the project site. Furthermore, the project site is not located in a tsunami hazard zone, as it is located inland and 390 feet AMSL. Although the project site is in proximity to the San Pablo Dam Reservoir, an enclosed reservoir that could be capable of generating a seiche, the project site is approximately 65 feet higher in elevation than the San Pablo Reservoir and as such, any waves generated from a seiche would not be anticipated to inundate the project site. Since the project site is not located in any flood hazard or tsunami hazard zone, and no waves generated by a seiche would be high enough to impact the project site, the proposed project would not risk the release of pollutants due to project inundation. Therefore, the proposed project would have no impact related to project inundation.

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

Less Than Significant Impact: The San Francisco Bay RWQCB Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan) governs surface and groundwater quality in the region and outlines beneficial uses and water quality objectives to maintain those beneficial uses, including the San Pablo Reservoir. Although the project site is outside a groundwater basin, it drains into the Santa Clara Valley – East Bay Plain Subbasin, making the East Bay Plain Groundwater Sustainability Plan (GSP) the applicable groundwater sustainability plan that defines six undesirable results ranging from groundwater depletion to contamination, to ensure continued sustainability of the groundwater basin.

The proposed project would include demolition, excavation, concrete pouring, and tree removal that could increase surface runoff and discharge pollutants conflicting with the Basin Plan or GSP. However, the proposed project is required to comply with the CWA through obtaining a Section 401 Certification by the RWQCB and a Section 404 permit from the USACE. In addition, the proposed project would adhere to stormwater pollution prevention, under the NPDES

Construction General Permit, for projects disturbing less than one acre of land through implementing good housekeeping BMPs to prevent the discharge of stormwater pollutants.

The proposed project would not involve any groundwater extraction or add new impervious surfaces and would manage disturbed areas through revegetation and hydroseeding that would be similar to pre-project conditions. Therefore, the project would not influence any undesirable results that would conflict with the GSP. Since the proposed project would comply with federal and State regulations, would implement good housekeeping BMPs, and would not involve any uses that could interfere with groundwater levels, the proposed project would not conflict or obstruct implementation of the Basin Plan or East Bay Plain Subbasin GSP. Therefore, the proposed project would have a less than significant impact pertaining to water quality control and sustainable groundwater management plans.

Sources of Information

California Department of Conservation. Contra Costa County Tsunami Inundation Maps. Website: <https://www.conservation.ca.gov/cgs/Pages/Tsunami/Maps/ContraCosta.aspx>. Accessed August 13, 2025.

Central Valley Regional Water Quality Control Board (Central Valley RWQCB). The Water Quality Control Plan (Basin Plan). Website: https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201902.pdf. Accessed August 13, 2025.

United States Department of Homeland Security. Federal Emergency Management Agency (FEMA) Flood Map Service Center (MSC). Website: <https://msc.fema.gov/portal/home>. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: The physical division of an established community would occur if construction of the proposed project would remove or impair any infrastructure that provides connection to an existing community. The proposed project would involve the repair of an existing culvert system and excavation of a segment of San Pablo Dam Road. Although the proposed project could temporarily impede the use of San Pablo Dam Road, no established community is located on or in proximity to the project site, as the surrounding area is undeveloped and managed by EBMUD for recreation and watershed management. As previously discussed in the Project Description, the project site is located in an area with a General Plan Land Use Designation of Resource Conservation (RC) that is intended for resource management and low-intensity agricultural and recreational uses within watersheds, reservoirs, or ecologically sensitive areas and allows for the construction and maintenance of public and semi-public infrastructure such as roads and drainage culverts, including the proposed project. Therefore, the proposed project would have no impact regarding physical division of an established community.

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

Less Than Significant Impact: As previously discussed, the project site and surrounding area are managed by the EBMUD for recreational and watershed management purposes and is designated by the General Plan as RC and zoned as A-80. Neither the RC Land Use designation nor the A-80 Zoning District allow the establishment of urban land uses. The proposed project would involve the repair of an existing culvert system and segment of San Pablo Dam Road and would not introduce any urban uses or structures that would conflict with existing or surrounding uses described in the RC and A-80 District. Rather, the proposed project would implement permanent erosion control measures and revegetation of native species that is consistent with the RC land use designation. Furthermore, the construction and maintenance of public and semi-public infrastructure such as roads and drainage culverts is consistent with the RC land use designation.

Since the proposed project would not introduce any structures or development inconsistent with the RC Land Use Designation and A-80 Zoning District, and on-site mitigation would occur through hydroseeding and native tree planting, the proposed project would not conflict with any

land use plans, policies, or regulations. Therefore, the proposed project would have a less than significant impact on land use plan, policy, or regulation consistency.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

Contra Costa County Code. Title 8 – Zoning. Website: https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT8ZO. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: According to the General Plan, the project site is not located within an area containing known mineral resources that would be of value to the region or residents of the State. As stated above, neither the State Geologist nor the State Mining and Geology Board has classified the project site as containing mineral deposits which are either of Statewide significance or of significance which requires further evaluation. As such, no impact would occur.

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

No Impact: According to the General Plan, the project site is not within a locally important mineral resource recovery site. As a result, the proposed project would not result in the loss of availability of a locally important mineral recovery site. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact: A significant impact would occur if construction activities would result in the generation of a substantial temporary increase in ambient noise levels which would result in annoyance or sleep disturbance of nearby sensitive receptors. According to Policy HS-P14.7 of the General Plan Health and Safety Element, construction activities shall be limited to weekdays and non-holidays unless site-specific conditions warrant exceptions and should be commissioned to occur during normal work hours of the day.

While the County does not establish substantial temporary noise level increase thresholds for construction activities, this analysis uses the noise limits established by the Federal Transportation Administration (FTA) to identify the potential for impacts due to substantial temporary construction noise. The FTA identifies construction noise limits in the Transit Noise and Vibration Impact Assessment Manual. During daytime hours, a significant temporary increase would be an increase in excess of the average daily noise levels of 80 A-weighted decibel (dBA) equivalent noise level over an 8-hour time period ($L_{eq(8-hour)}$) as measured at a receiving residential land use and 85 dBA $L_{eq(8-hour)}$ as measured at a receiving commercial land use.

Short-term Construction Impacts

Construction is anticipated to last approximately 115 days. Construction is completed in phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site and, therefore, the noise levels surrounding the site as construction progresses. Despite the variety in

the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by construction phase.

The site preparation and grading phases, which include excavation and grading of the project site, tend to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery and compacting equipment, such as bulldozers, excavators, backhoes, and front loaders. In addition, the project proposes to replace the two existing 72-inch corrugated metal pipes through pipe ramming with 66-inch steel casing pipes through the existing alignment. A pneumatic pipe ram would deliver percussive blows to the rear of the steel pipe, driving it forward.

Construction of the proposed project is expected to require the use of a variety of equipment, and the loudest piece of equipment would be the pneumatic pipe ram (ram hoe type equipment) which generates maximum reference noise levels of 90 dBA L_{max} at 50 feet. Other heavy construction equipment that could operate on the project site have reference noise levels of up to 85 dBA L_{eq} .

The closest noise-sensitive receptors to the proposed project site are single-family residential homes located east of the project site. The closest noise-sensitive receptor would be located approximately 3,600 feet from the acoustic center of construction activity where multiple pieces of heavy construction equipment would potentially operate at the project site. At this distance and assuming no shielding reduction and simultaneous operation of the five loudest pieces of heavy construction equipment, reasonable worst-case construction noise levels would attenuate to 32 dBA L_{eq} at the façade of the nearest sensitive receptor. The reasonable, worst-case calculated 8-hour noise level would be 31 dBA $L_{eq(8-hour)}$, as measured at this nearest sensitive receptor. However, these reasonable worst-case construction noise levels would occur only periodically throughout the day as construction equipment operates along the nearest project boundaries. Furthermore, terrain and intervening structures block the line of sight and would eliminate potential noise impacts to this nearest sensitive receptor. The calculation spreadsheet with the detailed modeling assumptions is included in Appendix E.

The proposed project would comply with the County's limitations on construction activities to the hours of the day that are not noise-sensitive for adjacent land uses, to provide relative quiet during the more sensitive evening and early morning periods. Additionally, these calculated, conservative and worst-case construction noise levels would not exceed the FTA's threshold of 80 dBA $L_{eq(8-hour)}$ as measured at the nearest residential receptors. Therefore, the proposed project's construction activities would not result in noise impacts that could result in annoyance or sleep disturbance of nearby sensitive receptors. Therefore, temporary construction noise impacts would be less than significant.

Operational/Stationary Source Noise Impacts

A significant impact would occur if the project would result in a substantial increase in ambient noise levels compared with those that would exist without the proposed project. The proposed project involves improvements to the existing San Pablo Dam Road and does not include construction of any permanent mobile or stationary noise source. Therefore, the proposed project would not result in a substantial temporary or permanent increase in ambient noise levels from operational sources in the project vicinity and the impact would be less than significant.

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

Less Than Significant Impact: A significant impact would occur if the proposed project would generate groundborne vibration or groundborne noise levels in excess of established standards. The County has not adopted criteria for groundborne vibration impacts. Therefore, for purposes of this analysis, the FTA's vibration impact criteria are utilized. The FTA has established industry accepted standards for vibration impact criteria and impact assessment. These guidelines are published in its Transit Noise and Vibration Impact Assessment Manual.

Of the variety of equipment that would be used during construction, pneumatic pipe ram (ram hoe type equipment) would produce the greatest groundborne vibration levels nearest the project boundaries. Conservatively assuming that vibration levels from the pipe ram operations would be equivalent to typical levels of an impact pile driver, vibration levels could range up to 0.644 inches per second (in/sec) peak particle velocity (PPV).

The nearest off-site structure is located approximately 1,300 feet north from the nearest construction footprint where the heaviest construction equipment would potentially operate. At this distance, groundborne vibration levels would range up to 0.0017 in/sec PPV from operation of the types of equipment that would produce the highest vibration levels. This is well below the FTA's construction vibration damage criteria of 0.2 in/sec PPV for this type of structure, a building of nonengineered timber and masonry construction. As a result, construction of the proposed project would not expose nearby buildings to groundborne vibration levels in excess of their applicable FTA damage criteria and this impact would be less than significant.

Operational Vibration Impacts

Implementation of the proposed project would not include any permanent sources that would expose persons in the project vicinity to groundborne vibration levels that could be perceptible without instruments at any receiving property line. In addition, there are no existing significant permanent sources of groundborne vibration in the project vicinity to which the proposed project would be exposed. Therefore, project operational groundborne vibration level impacts would be less than significant.

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

No Impact: The 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 the Buchanan Field Airport, approximately 10.6 miles northeast of the project site. Thus, the proposed project would not expose people residing or working in the project area to excessive noise levels from either Buchanan Field Airport or a private airstrip and no impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 9: Health and Safety Element – Section 9-59: Noise. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed August 13, 2025.

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment Manual. September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf. Accessed August 8, 2025.

Noise Supporting Information Appendix E

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

SUMMARY:

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

No Impact: The proposed project repair involves two trenchless methods—pipe ramming and jack and bore—to replace the existing culvert system while maintaining hydrologic and hydraulic conditions. Additional work proposed includes repairing the roadway, strengthening the compromised roadway embankment, and concrete work. The project is not of the scope or scale to induce substantial unplanned population growth. On-site employees during the construction phase are expected to come from the surrounding area. No residential uses are proposed that would induce unplanned population growth either directly or indirectly. Therefore, no impact would occur.

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

No Impact: The proposed project is not developed with residential uses and is not designated by the General Plan or zoned for residential uses. Therefore, project implementation would not necessitate the construction of replacement housing. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 10: Growth Management Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84951/Chapter-10---Growth-Management-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

a) *Fire Protection?*

Less Than Significant Impact: The Contra Costa County Fire Protection District (CCCFPD) provides fire protection and emergency medical services to unincorporated areas of Contra Costa County. The CCCFPD serves the Contra Costa County community with 26 fire stations and maintains mutual aid agreements with Kensington Fire Protection District, Moraga-Orinda Fire Protection District, Rodeo-Hercules Fire Protection District, and San Ramon Valley Fire Protection District. The proposed project is limited to repairs of existing storm drainage infrastructure and would not be of the scope or scale to result in increased demand for fire protection services. The proposed project would be required to comply with all applicable codes, ordinances and regulations, including requirements for emergency access during construction. As such, impacts would be less than significant.

b) *Police Protection?*

No Impact: The Contra Costa County Office of the Sheriff provides law enforcement to unincorporated areas of Contra Costa County. The Office of the Sheriff maintains four bureaus: Administration Services, Custody Services, Field Operations, and Support Services. The proposed project would not increase the residential population of the County and would not require police protection at any time. Therefore, no impact would occur.

c) *Schools?*

No Impact: The proposed project does not propose development of new housing. Employees during construction of the project are expected to come from the local area for a temporary duration anticipated to be a maximum of 115 days and would not cause indirect increases in K-12 enrollment. The proposed project would not create a need for new or expanded school facilities. No impact would occur.

d) *Parks?*

Less Than Significant Impact: The proposed project does not propose development of new housing and therefore, would not directly increase the demand for parks. As a proposed repair, the proposed project would not generate visitors nor on-site employees once operational. However, Inspiration Trail connects to San Pablo Dam Road immediately adjacent to the north of the project site. Inspiration Trail provides access to Tilden Regional Park, approximately 4,745 feet southwest of the project site. Construction activities associated with the proposed project would potentially disturb access to the terminus of Inspiration Trail. Proposed project construction would be temporary and would not permanently block access to Inspiration Trail. Moreover, Inspiration Trail would still be accessible via the two connections at Inspiration Point and along Nimtz Way. As a result, the proposed project would not create a need for new or expanded park facilities. No impact would occur.

e) *Other public facilities?*

No Impact: There are many public facilities within the County, such as multiple library branches, sports facilities, and community centers. The proposed project does not include a residential land use component, and no public facilities are located within a 0.50-mile radius of the project site. As a result, the proposed project would not create a need for new or expanded public facilities. No impact would occur.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 10: Growth Management Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84951/Chapter-10---Growth-Management-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

No Impact: The proposed project is in an undeveloped area with no existing neighborhoods. However, the proposed project is proximal to other recreational facilities, including Inspiration Trail and the San Pablo Reservoir. The proposed project would provide maintenance to an existing culvert system and would restore San Pablo Dam Road. As such, the proposed project is not anticipated to increase the use of surrounding recreational facilities. Furthermore, the proposed project does not involve the construction of new residential units and therefore would not generate new residents that could increase the demand for recreational facilities. Therefore, the proposed project would not result in the physical deterioration of recreational facilities, and there would be no impact.

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

Less Than Significant Impact: The proposed project does not include recreational facilities or involve the construction of new residential units and therefore would not generate new residents that could increase the demand for and use of nearby parks or recreational facilities. However, Inspiration Trail connects to San Pablo Dam Road immediately adjacent to the north of the project site. Construction activities associated with the proposed project would potentially disturb access to the terminus of Inspiration Trail. Proposed project construction would be temporary and would not permanently block access to Inspiration Trail. Moreover, Inspiration Trail would still be accessible via the two connections at Inspiration Point and along Nimtz Way. Therefore, the proposed project is not anticipated to require construction or expansion of Inspiration Trail due to temporary access disturbance. Impacts would be less than significant.

Sources of Information

Contra Costa County. Title 9, Division 920 – Park Dedication. Website: https://library.municode.com/ca/contra_costa_county/codes/ordinance_code?nodeId=TIT9SU_DIV920PADE. Accessed August 14, 2025.

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

SUMMARY:

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

Less Than Significant Impact: The proposed project is located along a portion of San Pablo Dam Road, a two-lane arterial roadway with two Class II bike lanes in each direction. The proposed project would involve the demolition, excavation, and rehabilitation of a segment of San Pablo Dam Road that is primarily used for vehicular and bicycle travel. The proposed project could temporarily obstruct portions of the public right-of-way through the repair of the underground existing culvert system and segment of the roadway that could conflict with a program, plan, ordinance or policy of the circulation system for roadway and bicycle facilities. However, temporary traffic controls would be implemented, and vehicles and bicycles would retain access at all times. In addition, the proposed project would not introduce any new structures or land uses to the project area that would result in a conflict with applicable policies of the circulation system of San Pablo Dam Road. Rather, the proposed project would rehabilitate the segment of San Pablo Dam Road through filling existing voids or dips from the damaged culvert system. Since the construction phase of the proposed project would not introduce any new land uses and would rehabilitate existing infrastructure on and along the roadway, the proposed project would not conflict with a program, plan, ordinance or policy addressing the circulation system. Therefore, the proposed project would have a less than significant impact related to circulation system policy conflicts.

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

No Impact: CEQA Guidelines Section 15064.3(b) requires projects to evaluate transportation impacts through analyzing per capita VMT, being the amount and distance of automobile travel attributable to different types of land use projects. Under CEQA Guidelines Section 15064.3(b), the Lead Agency has the authority to choose an appropriate methodology to evaluate a project’s VMT. As such, the Contra Costa County Transportation Analysis Guidelines establishes a screening criterion to determine whether a proposed project would be required to prepare a detailed VMT analysis, and any project that meets the screening criteria is presumed to have a

less than significant impact on VMT. The VMT screening criteria includes public utility projects, which the proposed project is categorized under. Since the proposed project is within the VMT screening criteria, the proposed project would not result in any impact on VMT and no impact would occur.

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

Less Than Significant Impact: The project site is located along a portion of San Pablo Dam Road, a two-lane, approximately 50-foot-side arterial roadway that connects major highways such as SR-24 in Orinda, California to the south and I-80 in San Pablo, California to the northwest. As previously discussed, the proposed project would involve the repair of an existing culvert system and excavation of a segment of San Pablo Dam Road. As such, interference with the public right-of-way could temporarily introduce roadway hazards for vehicular traffic. The proposed project would install temporary measures to protect the traveling public such as warning signs and notices related to changes to direction, speed limit, lights, barriers, or patrols. In addition, the proposed project would rehabilitate the roadway through filling any voids or dips generated from the damaged culvert system. Since the proposed project would install temporary protective measures and would rehabilitate the segment of San Pablo Dam Road, the proposed project would not substantially increase roadway hazards. Therefore, the proposed project would have a less than significant impact on roadway hazards.

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

Less Than Significant Impact: The proposed project would implement construction activities along the public right-of-way. The proposed project would allow access to emergency vehicles at all times during construction. Since the proposed project would abide by the 2022 California Fire Code through providing fire department vehicle access routes during construction and would not introduce any permanent emergency access routes during operation, the proposed project would not result in inadequate emergency access. Therefore, the proposed project would have a less than significant impact on emergency access.

Sources of Information

California Governor's Office of Land Use and Climate Innovation (LCI) (formerly California Governor's Office of Planning and Research [OPR]). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December. Website: http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf. Accessed August 13, 2025.

Contra Costa County Conservation and Development Department and Public Works Department. 2020. Transportation Analysis Guidelines. June. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/69374/FINAL-CCC-Transportation-Analysis-Guidelines-v2-12-15-20?bidId=>. Accessed August 13, 2025

Contra Costa County. 2045 General Plan. Chapter 5: Transportation Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84945/Chapter-5---Transportation-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

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

Less Than Significant with Mitigation Incorporated: A review of the CRHR, local registers of historic resources, a records search conducted at the NWIC, and a pedestrian survey failed to identify any listed TCRs that may be adversely affected by the proposed project. However, on July 15, 2025, the Native American Heritage Commission (NAHC) Sacred Lands File records search produced positive results for TCRs within the project boundaries. Letters requesting additional information regarding the proposed project were sent on August 11, 2025, to Tribal representatives from the list provided by the NAHC. On August 12, 2025, a reply from the Muwekma Ohlone Tribe of the San Francisco Bay Area was received, indicating that they were available to consult with the Lead Agency. A reply from the Amah Mutsun Tribal Ban was received, indicating that the proposed project is outside of their Tribal territory. On August 14, 2025, Indian Canyon Mutsun Band of Costanoan indicated that the Tribe is interested in consulting with Lead Agency and suggested monitoring during ground disturbance. Please note that this process is for information gathering purposes in order to support the conclusions made within the Cultural Resources and Tribal Cultural Resources sections and does not constitute an Assembly Bill (AB) 52 Lead Agency consultation process.

Nevertheless, no eligible or potentially eligible TCRs will adversely be affected by the proposed project. Should any undiscovered TCRs be encountered during project construction, implementation of MM CUL-1 and MM CUL-2, provided above, would reduce potential impacts to a less than significant level.

- 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?*

Tribal cultural resources are: (1) sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are listed, or determined to be eligible for listing in the CRHR, or local register of historical resources, as defined in Public Resources Code Section 5020.1(k); or, (2) a resource determined by the lead CEQA agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). For a cultural landscape to be considered a TCR, it must be geographically defined in terms of the size and scope of the landscape (PRC § 21074(b)). Also, a historical resource, as defined in Public Resources Code Section 21084.1, unique archaeological resource, as defined in Public Resources Code Section 21083.2(g), or non-unique archaeological resource, as defined in Public Resources Code Section 21083.2(h), may also be a TCR. AB 52 formally added the category of “Tribal Cultural Resources” to CEQA and extends the consultation and confidentiality requirements to all projects, rather than just projects subject to Senate Bill (SB) 18.

The CVLN and the Wilton Rancheria Tribe have submitted a general request letter to be notified of projects within Contra Costa County under AB 52. On June 5, 2025, an offer to consult was sent to the AB 52 contact designated in the general request letters. The record of correspondence (all via email) and meeting dates are described below. On June 9, 2025, CVLN requested records search results and cultural resources information. One consultation meeting occurred between the County and CVLN on August 20, 2025. At the meeting, the likelihood of buried resources and avoidance, mitigation, and monitoring measures were discussed. On August 20, 2025, the mitigation measures agreed upon are as written in Impact 5(b). Therefore, implementation of MM CUL-1 and MMCUL-2 would reduce impacts to less than significant.

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

SUMMARY:

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

Less Than Significant Impact: The proposed project would include repair using two trenchless methods—pipe ramming and jack and bore—to replace the culvert system while maintaining existing hydrologic and hydraulic conditions. Additional work includes repairing the roadway, strengthening the compromised roadway embankment, and concrete work. The proposed use is consistent with the 2045 General Plan land use designation and zoning for the site. The General Plan EIR concluded that with the implementation of existing regulations and adopted 2045 General Plan policies and actions, any physical impacts resulting from construction of utilities and service systems to serve increased demands at buildout of the 2045 General Plan would be less than significant.

The proposed project would not require the construction of new or expanded water lines, the construction of new or expanded water supply facilities sewer lines, or wastewater treatment facilities. For these reasons, the proposed project would have a less than significant environmental effect on existing wastewater treatment facilities.

No other relocations or expansions to existing utilities are required to serve the proposed development. For all of the above reasons, the project impact would be less than significant.

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

Less Than Significant Impact: EBMUD supplies water service to the project site. During construction, water would be required primarily for dust suppression and would also be used for soil compaction. Construction water volumes would be minimal and would not require new or expanded water supplies or entitlements. Furthermore, the proposed project is not considered a “Water Demand Project” under CEQA Guidelines Section 15155 and does not require a project-level Water Supply Assessment.

The proposed project would not increase water demand relative to existing conditions and would remain consistent with what is anticipated in the 2045 General Plan. The jack and bore aspect of the project serves to help restore the hydraulic capacity. The existing entitlements for water supplies are sufficient to continue to meet the needs of the County during normal, dry, and multiple dry years. The proposed project would require nominal use of water resources for ongoing maintenance. Therefore, impacts due to insufficient water supplies or inadequate entitlements would be less than significant.

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

No Impact: EBMUD is one of the service providers that maintains and operates a wastewater collection and treatment system within the County. The project site is located within EBMUD’s service territory. Given that the proposed project is exclusive to infrastructure repair, the proposed project would not include the construction of wastewater facilities and would not generate a demand for wastewater treatment. Therefore, the project would not result in a determination of inadequate wastewater capacity. No impact would occur.

- 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?*

Less Than Significant Impact: Construction of the proposed project would involve the generation of construction debris from demolition and the removal of the existing inlet and outlet headwalls. When acquiring building, utility, and site permits from the City, the proposed project would be required to comply with the County’s Construction and Demolition Debris Recovery Program, which ensures that at least 65 percent of the construction debris must be recycled.

After construction, the proposed project would not produce any solid waste and therefore would not cause the County to exceed the capacity of existing landfills that the serve the County. Therefore, implementation of the proposed project would have a less than significant impact on the solid waste disposal capacity. In addition, the proposed project would not impede the ability of the County to meet waste diversion requirements or violate other applicable federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant.

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

Less Than Significant Impact: The proposed project would generate additional solid waste as compared to existing conditions only during construction. The proposed development would be required to comply with applicable federal, State, and local regulations related to solid waste such as SB 1383 and the Contra Costa Solid Waste Authority Ordinance (Ord. No. 09-08, § 3, 10-6-09). Therefore, a portion of solid waste would be diverted from landfill through recycling, composting, and other methods in compliance with federal, State, and local management and reduction statutes. Therefore, the proposed project would not violate applicable federal, State, and local statutes and regulations related to solid waste, and impacts would be less than significant.

Sources of Information

Contra Costa County. 2045 General Plan. Chapter 4: Land Use Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84934/Chapter-4---Land-Use-Element-PDF>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 7: Conservation, Open Space, and Working Lands Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84948/Chapter-7--Conservation-Open-Space-and-Working-Lands-Element-PDF>. Accessed August 13, 2025.

Environmental Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE — <i>If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:</i>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby, expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUMMARY:

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

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

Less Than Significant Impact: The General Plan Health and Safety Element designates San Pablo Dam Road as an evacuation route that is within a Very High FHSZ, as delineated by CAL FIRE. Although established evacuation routes would be chosen based on the location and extent of a wildfire, the proposed project would implement construction activities such as demolition and excavation to repair an existing culvert system and a segment of San Pablo Dam Road within the public right-of-way that could interfere with emergency response time and evacuation strategies.

The proposed project would comply with the 2022 California Fire Code which mandates fire access requirements during construction by maintaining a road width of over 20 feet without obstruction and would reconstruct the segment of San Pablo Dam Road to follow width, weight load, and grading fire apparatus access road requirements. Additionally, the proposed project would allow access to emergency vehicles at all times. Therefore, the proposed project would not impair or interfere with an emergency response or evacuation plan and would have a less than significant impact.

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

Less Than Significant Impact With Mitigation Incorporated: The project site contains dense stands of oak woodland east of San Pablo Dam Road. Elevations range from approximately 390 feet to 345 feet AMSL across the project site. The project site is located in a Very High FHSZ which is established based on analyzing wildfire hazards such as climate, terrain, and natural vegetation that influence wildfire behavior. As such, the project site has geographical factors that could expose construction workers to direct and indirect wildfire hazards during construction. As noted in the threshold above, the proposed project would allow access to emergency vehicles at all times, including during the event of a wildfire.

Moreover, the use of heavy equipment during construction of the proposed project would have the potential to lead to sparks that could trigger wildland fires. Wildfire prevention MMHAZ-1 would be implemented to reduce the risk of wildland fires. As such, the proposed project would not exacerbate wildfire risk and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. In addition, California Code of Regulations Title 8, Section 5141.1 establishes procedures for monitoring particulate matter (PM_{2.5}) for construction sites during a wildfire. Lastly, the proposed project does not involve the construction of any structures intended for occupancy that could expose individuals to wildfire hazards. Therefore, the proposed project would have a less than significant impact with mitigation.

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

Less Than Significant Impact: As previously discussed, the project site is located in a Very High FHSZ delineated by CAL FIRE with wildfire hazards consisting of natural vegetation, steep topography, and periods of high wind speeds.

Compliance with the 2022 California Fire Code, including fire safety standards for construction projects, would ensure any temporary infrastructure such as power lines, emergency water sources, and other utilities are maintained and located in areas to prevent ignition or environmental impacts. The proposed project would not require the installation of any fuel breaks, and the completed project would be constructed with materials such as corrugated metal, concrete, grout material, and asphalt that are incapable of igniting or spreading a wildfire, along with replanting vegetation that would consist of native species and less fuel loads compared to existing conditions.

As such, the proposed project would not exacerbate wildfire risks through the installation or maintenance of infrastructure. Therefore, the proposed project would have a less than significant impact on exacerbated wildfire risk from infrastructure.

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

Less Than Significant Impact: The project site is located within a Very High FHSZ consisting of steep topography with elevations ranging from 390 feet to 345 feet AMSL and would involve the repair and replacement of an existing culvert system and the removal of approximately 27 trees. As such, the project site would temporarily alter the existing drainage system that could trigger landslides from post-fire slope instability. This increased risk would only occur temporarily during the construction phase. The proposed project would implement erosion control measures, replant trees, and restore previously existing hydrological conditions and would not construct any structures. Further, through implementation of a Water Pollution Control Plan which

would include BMPs such as perimeter sediment control, the proposed project would not substantially degrade surface, further reducing the risk of landslides. Thus, the proposed project would not expose people or structures to landslides or downslope flooding from post-fire slope instability once it is completed. Therefore, the proposed project would have a less than significant impact related to post-fire slope instability.

Sources of Information

California State Geoportal. California Fire Hazard Severity Zone Viewer. Website: <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>. Accessed August 13, 2025.

Contra Costa County. 2045 General Plan. Chapter 9: Health and Safety Element. Website: <https://www.contracosta.ca.gov/DocumentCenter/View/84950/Chapter-9---Health-and-Safety-Element-PDF>. Accessed August 13, 2025.

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

SUMMARY:

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

Less Than Significant Impact With Mitigation Incorporated. The proposed project has been evaluated for its potential to substantially degrade the quality of the environment, reduce the habitat of fish or wildlife species, threaten plant or animal communities, reduce the number or restrict the range of rare or endangered species, or eliminate important examples of California history or prehistory throughout this Initial Study/Mitigated Negative Declaration (IS/MND). Key findings are summarized herein.

The project site contains sensitive biological resources, including riparian woodland and intermittent drainages, and is within the range of several special-status plant and wildlife species. However, with implementation of the mitigation measures identified in Section 4 (Biological Resources), including protocol-level rare plant surveys (MM BIO-1a), worker environmental awareness training (MM BIO-1b), exclusion fencing (MM BIO-1c), species-specific avoidance and minimization measures for California red-legged frog, northwestern pond turtle, and Alameda

whipsnake (MM BIO-1d, MM BIO-1e, and MM BIO-1f), and migratory bird protection (MM BIO-1g), impacts to biological resources would be reduced to less than significant.

Impacts to sensitive natural communities and jurisdictional waters would be minimized through compliance with regulatory permits and implementation of MM BIO-2a (Streambed Alteration Agreement), MM BIO-2b (Section 401 Permit), and MM BIO-2c (Section 404 Permit), as well as post-construction revegetation.

Potential impacts to cultural and tribal cultural resources will be reduced to less than significant with implementation of MM CUL-1 (Unanticipated Discovery of Cultural Resources) and MM CUL-2 (Impact to Previously Undiscovered Human Remains), which require work stoppage, evaluation, and appropriate treatment in the event of a discovery, as well as consultation with the Confederated Villages of Lisjan Nation.

Paleontological resources are protected through MM GEO-2, which requires immediate work stoppage and evaluation by a qualified Paleontologist if unique paleontological materials are uncovered.

Based on the discussion provided above, compliance with required guidelines and statutes and implementation of the mitigation measures, the proposed project would not 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. Therefore, impacts would be less than significant following compliance with applicable laws and regulations, and incorporation of MM BIO-1a through MM BIO-1g, MM BIO-2a through MM BIO-2c, MM CUL-1 and MM CUL-2, and MM GEO-2.

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

Less Than Significant With Mitigation Incorporated. The analysis in this IS/MND includes a review of the proposed project’s potential impacts regarding air quality, biological resources, cultural resources, parks and recreation facilities, noise, and transportation, among other environmental issue areas. As presented throughout this IS/MND, the proposed project’s cumulative impacts would either be less than significant with mitigation incorporated, less than significant, or there would be no impacts.

Construction-related impacts (e.g., air quality, noise, GHG emissions, traffic) are temporary and localized. With implementation of mitigation measures such as MM AQ-1 (Bay Area Air District Basic Construction BMPs for dust control), MM GEO-1 (Soil Condition Monitoring), and MM HAZ-1 (Wildfire Safety Procedures), these impacts would be less than significant.

At this time, the only known project in the vicinity that may overlap in schedule is another County storm damage repair project, the San Pablo Dam Road Storm Drain and Slide Repair project located approximately 3.5 miles northwest of this project site in unincorporated El Sobrante. However, the proposed project is currently anticipated to go into construction in 2026, while the San Pablo Dam Road Storm Drain and Slide Repair project is currently anticipated to go into

construction in 2027. Because of the distance from this project site, and the fact that through traffic would be maintained during construction for both projects, even if there is some overlap in project schedules, cumulative impacts to traffic would be less than significant.

As discussed throughout this IS/MND and above, the proposed project's cumulative impacts would be less than significant. No additional mitigation measures would be required to reduce cumulative impacts. Therefore, the proposed project would contribute to less than significant cumulative impacts.

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

Less Than Significant With Mitigation Incorporated. Based on the discussion provided in the Project Description and the analysis throughout this IS/MND, the proposed project would not cause substantial adverse effects on human beings, either directly or indirectly, because the proposed project's potential impacts would either be less than significant (without mitigation) or any significant impacts would be mitigated to a less than significant level. Therefore, for the reasons set forth in this IS/MND including, without limitation, the implementation of MM AQ-1, MM GEO-1 and MM GEO-2 and MM HAZ-1, the proposed project would not result in substantial adverse effects on human beings. Impacts would be less than significant with mitigation incorporated.

REFERENCES

In the process of preparing the Initial Study Checklist and conduction of the evaluation, the above cited references were consulted. Reference materials are available for review by contacting Shrav Sundaram, Contra Costa County Department of Public Works, by email at shravan.sundaram@pw.cccounty.us or by phone at (925) 812-7702.

MITIGATION MONITORING REPORTING PLAN

The following Mitigation Measures will be implemented according to Section 15097 of the CEQA guidelines. Contra Costa County Public Works Department (PWD) is responsible for ensuring these measures are implemented by PWD staff and by Contractors working on behalf of PWD.

Mitigation, Avoidance, and Minimization Measures

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
3. AIR QUALITY					
AIR-1: Proposed project construction will generate fugitive dust.	MITIGATION MEASURE AIR-1: Implement Bay Area Air District Basic Construction Best Management Practices				
	<ol style="list-style-type: none"> 1) All exposed surfaces (e.g., parking areas, staging areas, graded areas, and unpaved access roads) shall be watered two times per day. 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered. 3) All visible mud or dirt trackout onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4) All vehicle speeds on unpaved roads shall be limited to 15 mph. 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. 6) Idling times shall be minimized either by shutting equipment off when not in use. 7) Reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 8) All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a 	During construction.	Construction Contractor.	Contra Costa County Public Works Department (PWD).	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>certified mechanic and determined to be running in proper condition prior to operation.</p> <p>9) Post a publicly visible sign with the telephone number and contact information for the designated on-site construction manager available to receive and respond to dust complaints. This person shall report all complaints to Contra Costa County and take immediate corrective action as soon as practicable but not more than 48 hours after the complaint is received. The Bay Area Air District phone number shall also be visible to ensure compliance with applicable regulations.</p>				
4. BIOLOGICAL RESOURCES					
<p>BIO-1a: Proposed project construction may disturb special-status plant species.</p>	<p>MITIGATION MEASURE BIO-1a: Protocol-level Special-status Plant Survey</p>				
	<p>Implementation of the following measures would ensure avoidance of impacts on special-status plant species:</p> <p>A qualified Biologist shall conduct special-status plant survey(s) within the Biological Study Area (BSA) before the onset of work activities as determined by the California Department of Fish and Wildlife (CDFW) and East Bay Municipal Utility District (EBMUD). Surveys shall be conducted in a manner which maximizes the likelihood of locating special-status plants that may be on-site. Surveys shall be timed within the early, mid, and late season to capture the local blooming period of the target special-status plant species. If any special-status or EBMUD-monitored plant species are detected, construction activities shall not be allowed to commence until consultation with EBMUD and CDFW has occurred, as needed.</p>	<p>Prior to construction work activities within the early, mid, and late season of the local plant blooming period as determined by the Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	
	<p>MITIGATION MEASURE BIO-1b: Worker Environmental Awareness Program</p>				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
BIO-1b: Proposed project construction may impact special-status wildlife.	Before any activities begin on the project, a qualified Biologist shall provide a Worker Environmental Awareness Program (WEAP) for all construction personnel. At a minimum, the training shall include a description of the California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS); their habitat; the regulatory protections afforded for these species; the general measures that are being implemented to conserve them as they relate to the proposed project; and the boundaries within which project activities may be accomplished.	Prior to any grading or construction work activities; and continuously thereafter as additional workers are mobilized or join the project.	PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	
BIO-1c: Proposed project construction may impact special-status wildlife.	MITIGATION MEASURE BIO-1c: Exclusion Fencing or Temporary Silt Fencing				
	Prior to project work activities, wildlife exclusion fencing shall be installed around the perimeter of the development footprint in a manner that will prevent California red-legged frog (CRLF), northwestern pond turtle (NWPT), and Alameda whipsnake (AWS) from entering the project impact areas. A qualified Biologist shall be present during the installation of the wildlife exclusion fencing. The barrier fencing shall be removed within 72 hours of completion of work. The location and design of the fence shall be approved by a qualified Biologist, and the qualified Biologist shall also be present on-site to monitor installation until the exclusion fence is complete. At a minimum, the exclusion fencing shall be at least 3 feet high and the lower 6 inches of the fence shall be buried in the ground to prevent animals from crawling under. The remaining 2.5 feet shall be left above ground to serve as a barrier for animals moving on the ground surface. Fencing shall be installed and maintained in good condition during all construction activities and shall be inspected and maintained daily until the completion of project construction.	Prior to and during grading and construction work activities.	PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	
	MITIGATION MEASURE BIO-1d: California Red-legged Frog Mitigation				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
<p>BIO-1d: Proposed project construction may impact the California Red-legged Frog.</p>	<p>Implementation of the following measures would ensure avoidance of impacts on California red-legged frog (CRLF):</p> <p><i>Work Restriction:</i> To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when CRLF are the least active. If project activities are proposed outside of the work restriction period, consultation with the California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.</p> <p><i>Pre-Construction Survey:</i> A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for submittal to CDFW. If any life stage of the CRLF is detected, construction activities shall not be allowed to commence until consultation with USFWS has occurred.</p> <p><i>Revegetation:</i> Areas disturbed by the project shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless CDFW and the project applicant determine that it is not feasible or practical.</p>	<p>Prior to and during grading and construction work activities.</p>	<p>Construction Contractor, PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	
<p>BIO-1e: Proposed project construction may impact the Northwestern Pond Turtle.</p>	<p>MITIGATION MEASURE BIO-1e: Northwestern Pond Turtle Mitigation</p>				
	<p>Implementation of the following measures would ensure avoidance of impacts on the northwester pond turtle (NWPT):</p> <p><i>Pre-construction Survey:</i> A qualified Biologist shall survey the Biological Study Area (BSA) no more than 5 days before the onset of work activities and present survey results to the County, for</p>	<p>Prior to and during grading and construction activities.</p>	<p>Construction Contractor, PWD Construction Management firm, PWD Environmental</p>	<p>PWD Environmental Services Division.</p>	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>submittal to the California Department of Fish and Wildlife (CDFW). If any life stage of the NWPT is detected, construction activities shall not be allowed to commence until consultation with the CDFW and the United States Fish and Wildlife Service (USFWS) has occurred.</p> <p><i>Revegetation:</i> Areas scheduled for grading and/or vegetation shall be revegetated utilizing an assemblage of native upland vegetation suitable for the area. Invasive, exotic plants shall be controlled to the maximum extent practicable during construction. This measure shall be implemented in all areas disturbed by activities associated with the project unless the CDFW, the USFWS, and the project applicant determine that it is not feasible or practical.</p>		Services Division-supplied Biologist.		
BIO-1f: Proposed project construction may impact the Alameda Whipsnake.	MITIGATION MEASURE BIO-1f: Alameda Whipsnake Mitigation				
	<p>Implementation of the following measures would ensure avoidance of impacts on the Alameda whipsnake (AWS):</p> <p><i>Work Restriction:</i> To the greatest extent practicable, project activities shall be restricted to the period between April 15 and October 15, when AWS is more active and capable of moving away from proposed construction activities. If project activities are proposed outside of the work restriction period, consultation with California Department of Fish and Wildlife (CDFW)/United States Fish and Wildlife Service (USFWS) shall be required to ensure appropriate avoidance and/or minimization measures are incorporated.</p> <p><i>Pre-Construction Survey:</i> A qualified Biologist shall survey the project site within 24 hours prior to the initiation of construction-related activities for AWS and present survey results to the County, for submittal to the CDFW. If an individual is detected during the pre-construction survey, they shall be relocated to</p>	Prior to and during grading and construction activities.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division-supplied Biologist.	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>suitable habitat outside the project’s impact areas (with approval from the USFWS as appropriate).</p> <p><i>Construction Monitoring:</i> A qualified Biologist(s) will be present during any construction activities that could, in the Biologist’s opinion, potentially result in take of individual AWS. The Biologist(s) shall have the authority to stop any work that may result in take of this species. The on-site Biologist shall be the contact for any employee or Contractor who might inadvertently kill or injure an AWS or anyone who finds a dead, injured, or entrapped individual of any of these species. If an AWS is observed within the work area during project activities, all work that could result in the injury or death of the individual shall stop immediately and the qualified Biologist shall be immediately notified. The animal shall be allowed to leave the work area of its own volition. If it does not leave the area of its own volition, the CDFW shall be contacted to determine next steps. No individual of any of these species shall be handled without prior approval from the CDFW or USFWS.</p> <p><i>Avoidance of Entrapment:</i> To prevent inadvertent entrapment of AWS during construction, all excavated, steep-walled holes or trenches more than 1 foot deep would be covered at the close of each working day with plywood or other suitable material, or provided with one or more escape ramps constructed of earth fill or wooden planks. Before such holes or trenches are filled, they must be thoroughly inspected for trapped animals. All pipes, culverts, or similar structures stored overnight shall be inspected before they are subsequently moved, capped, and/or buried. If at any time wildlife is discovered, the approved Biologist shall be contacted to determine the next steps.</p>				
	<p>MITIGATION MEASURE BIO-1g: Migratory Bird Mitigation</p>				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
<p>BIO-1g: Proposed project construction may impact migratory birds.</p>	<p>Implementation of the following measures would ensure avoidance of impacts on migratory birds:</p> <p><i>Avoidance of Nesting Season:</i> To the extent practicable, vegetation and/or tree removal shall be scheduled to avoid the avian nesting season. The nesting season typically runs from February 1 through August 31.</p> <p><i>Pre-Construction Surveys for Active Nests:</i> If the proposed project requires vegetation and/or tree removal to be removed during the nesting season (February 1 to August 31), pre-construction nesting bird surveys shall be conducted no more than 7 days prior to the start of ground or vegetation disturbance (including tree removal) and survey results presented to the County, for submittal to the California Department of Fish and Wildlife (CDFW).</p> <p><i>Buffer Zone for Active Nests:</i> If an active nest is located during preconstruction surveys, a qualified Biologist, in consultation with the CDFW, shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. The CDFW recommends a minimum no disturbance buffer of 250 feet around active nests of non-listed bird species and a 500-foot no-disturbance buffer around active nests of non-listed raptors.) A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area fencing, pin flags, and/or yellow caution tape. In consultation with CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance. The buffer zone shall be maintained around the active nest site(s) until the qualified Biologist has determined that the nesting attempt is complete. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). In consultation with the</p>	<p>Prior to and during grading and construction activities.</p>	<p>Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division-supplied Biologist.</p>	<p>PWD Environmental Services Division.</p>	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	CDFW, the qualified Biologist shall monitor the active nest during the subject construction activities and modify the protection zone accordingly to prevent project-related nest disturbance, until the young have fledged, or nests fail due to other natural causes.				
BIO-2a: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2a: Obtain Approval of and File Notification of Streambed Alteration Agreement Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with California Department of Fish and Wildlife (CDFW) and obtain and file a notification of a Streambed Alteration Agreement, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any riparian corridor. If required, the applicant shall implement all mitigation measures imposed by the CDFW related to the subject Streambed Alteration Agreement, which may include but not be limited to the implementation of erosion and bank stabilization measures, riparian habitat enhancement, and/or restoration and revegetation of the stream corridor habitat as determined by the CDFW.	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	
BIO-2b: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2b: Obtain Approval of and File Notification of Section 401 Permit Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with the Regional Water Quality Control Board (RWQCB) and obtain and file a notification of a Section 401 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the RWQCB related to the subject Section 401 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation, stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the RWQCB.	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
BIO-2c: Proposed project construction will disturb riparian habitats.	MITIGATION MEASURE BIO-2c: Obtain Approval of and File Notification of Section 404 Permit Prior to Construction (After Agency Coordination)				
	The project applicant shall coordinate with the United States Army Corps of Engineers (USACE) and obtain and file a notification of a Section 404 Permit, if and to the extent required by applicable laws and regulations, prior to conducting construction activities within any jurisdictional feature. If required, the applicant shall implement all mitigation measures imposed by the USACE related to the subject Section 404 Permit, which may include, but not be limited to, the implementation of erosion and bank stabilization measures, compensatory mitigation (if deemed necessary during the USACE consultation process), stream corridor enhancement, and/or restoration and revegetation of the stream corridor habitat, as determined by the USACE.	Prior to grading or construction permit approval.	PWD Environmental Services Division.	PWD Environmental Services Division.	
BIO-2d: Proposed project construction will result in the removal of trees.	MITIGATION MEASURE BIO-2d: Compliance with Arborist Report Tree Preservation Measures				
	Trees proposed for preservation shall be protected in accordance with the Tree Preservation Measures outlined in the project-specific arborist report. The County, Contractor, and all site personnel must adhere to these Tree Preservation Measures throughout all phases of construction, including grading, trenching, and material storage. Preservation measures include, but are not limited to protective fencing, root zone safeguards, and other specified actions that shall be installed and/or maintained by qualified personnel to prevent construction-related damage to preserved trees on-site.	During all phases of construction.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division.	PWD Environmental Services Division.	
5. CULTURAL RESOURCES					
	MITIGATION MEASURE CUL-1: Unanticipated Discovery of Cultural Resources				

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
<p>CUL-1: Proposed project construction could impact unanticipated cultural resources during ground-disturbing activities.</p>	<ul style="list-style-type: none"> • Contractor shall be notified of the possibility of encountering historic or archaeological materials during ground-disturbing activities. A standard inadvertent discovery clause will be included in every construction contract to inform Contractors of requirements during construction. • Prior to the initiation of construction activities, a qualified Archaeologist shall provide Worker Environmental Awareness Program (WEAP) training to construction personnel with an overview of applicable laws, project mitigation measures, and procedures to be followed with regard to historical, archaeological, and Tribal resources that may be encountered over the course of the project. • Procedures for discovery include: <ul style="list-style-type: none"> - If potential archaeological or Tribal cultural materials are encountered during construction, the Contractor shall cease all ground-disturbing activities within a 100-foot radius of the find. The Contractor shall immediately notify the District Resident Engineer or their designated representative to request a qualified Archaeologist and Confederated Villages of Lisjan Nation (CVLN) representative to assess the nature and significance of the find. The Archaeologist shall stake the area of discovery, placing stakes no more than 10 feet apart, forming a circle having a radius of no less than 100 feet from the point of discovery. - If the finding(s) is not determined to be potentially significant, work may resume. - If the finding(s) is determined to be potentially significant, the Archaeologist in consultation with the Tribal representative shall develop a mitigation plan, 	<p>Notification prior to construction permits. WEAP training prior to any grading or construction work activities; and continuously thereafter as additional workers are mobilized or join the project.</p>	<p>Construction Contractor, PWD Environmental Services Division supplied Archaeologist, PWD Construction Management firm.</p>	<p>PWD Environmental Services Division.</p>	

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Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>which shall be implemented by the entity in accordance with State guidelines and in consultation with the consulting Tribe. The mitigation plan shall include avoidance of the resource or, if avoidance of the resource is not feasible, the plan shall outline appropriate treatment of the resource in coordination with the consulting Tribe and, if applicable, a qualified archeologist. Examples of appropriate mitigation for the Tribal Cultural Resources (TCRs) include, but are not limited to, protecting the cultural character and integrity of the resources, protecting traditional use of the resources, protecting the confidentiality of the resources, or heritage recovery. Preservation in place (i.e., avoidance) is typically the preferred manner of treatment of Tribal resources and cultural items. No photography of resources is permitted.</p> <ul style="list-style-type: none"> - Any previously undiscovered resources found during construction within the Project Site shall be recorded on appropriate California Department of Parks and Recreation (DPR) 523 forms and shall be submitted to Contra Costa County Department of Conservation and Development, the Northwest Information Center (NWIC), and the California Office of Historic Preservation (OHP), as required. 				
CUL-2: Proposed project construction could impact undiscovered human remains.	MITIGATION MEASURE CUL-2: Impact to Previously Undiscovered Human Remains				
	<ul style="list-style-type: none"> • In the event of the accidental discovery or recognition of any human remains, there shall be no further excavation or disturbance within 100 feet of the remains until the Contra Costa County Coroner is contacted to determine whether the remains are Native American and if an 	During construction.	Construction Contractor, PWD Environmental Services Division supplied Archaeologist,	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	<p>investigation of the cause of death is required. At the same time, an Archaeologist shall be contacted to assess the situation.</p> <ul style="list-style-type: none"> • If the Coroner determines the remains to be Native American, the Coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC shall identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated funerary objects. • If the Confederated Villages of Lisjan Nation (CVLN) is designated as the MLD, the Tribe shall make every effort to recommend keeping ancestral remains and funerary objects in situ and protected. If removal of burials is necessary, Tribal representatives shall work with the qualified Archaeologist to ensure that excavation and documentation are treated carefully, ethically, and respectfully. No photography, testing, or scientific study, destructive or non-destructive, shall be conducted on ancestral human remains. All bone, if not identifiable as human or animal, shall be treated as human remains and the appropriate protocols followed. The Archaeologist shall prepare a report of all activities, including documenting methods and results as well as recommendations for the treatment of the human remains and any associated archaeological materials. The report shall be submitted to the District, the Northwest Information Center (NWIC), and the Tribe. • Tribal representatives shall rebury the Native American human remains and associated funerary objects with appropriate dignity either: (1) in accordance with the recommendations of the MLD if available; or (2) in the project vicinity at a location decided upon between the 		<p>PWD Construction Management firm.</p>		

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	CVLN representative and the County, where the reburial would be accessible to Tribal members in perpetuity and would not be subject to further disturbance. The discovery is to be documented on California Department of Parks and Recreation (DPR) 523 forms and otherwise kept confidential and secure to prevent any further disturbance.				
7. GEOLOGY AND SOILS					
GEO-1: Ground disturbance from the proposed project has the potential to contribute to seismic-related ground failure.	MITIGATION MEASURE GEO-1: Soil Condition Monitoring				
	A Geologist under the supervision of a Certified Engineering Geologist (CEG) working for the Geotechnical Engineer-of-Record, and approved by the Contra Costa County Department of Conservation and Development prior to issuance of any construction permit, shall be retained for construction of the proposed project. The CEG shall monitor for soil stability prior to and during all excavations and earthwork activities for construction of the proposed project. The CEG shall evaluate the applicability of the recommendations presented in the Geological & Geotechnical Investigation Report by BSK Associates to the subsurface conditions encountered. If required, the CEG shall recommend appropriate changes in design or construction procedures if conditions differ from those outlined in the report.	Prior to construction.	PWD approved Geotechnical Engineer-of-record.	PWD Construction Management Firm	
GEO-2: Ground disturbance from the proposed project has the potential to disturb previously unknown paleontological resources.	MITIGATION MEASURE GEO-2: Paleontological Resource Discovery				
	Should unique paleontological materials be uncovered during grading, trenching, or other on-site excavation(s), the County shall be immediately notified, and all earthwork within 100 feet of the materials shall be stopped immediately until a qualified Paleontologist is contacted and retained to evaluate the significance of the find. If the find is not significant, work may	During grading and construction.	Construction Contractor, PWD Construction Management firm, PWD Environmental	PWD Environmental Services Division.	

MITIGATION MONITORING REPORTING PLAN

Impact	Mitigation Measure:	Implementation Timing	Implementation Entity	Verification Entity	Compliance Verification Date
	resume. If the find is potentially significant, the Paleontologist, in coordination with the County, would implement appropriate sampling, salvaging, identification, and reporting procedures consistent with California Public Resources Code 30244.		Services Division –supplied Paleontologist		
9. HAZARDS AND HAZARDOUS MATERIALS					
HAZ-1: The project site is located within a Very High Fire Hazard Severity Zone and construction of the proposed project could expose construction workers to an area highly susceptible to wildland fires.	MITIGATION MEASURE HAZ-1: Wildfire Safety Procedures				
	During project construction, staging and equipment/vehicle parking areas shall be cleared of dead vegetation that could serve as fuel for combustion. The clearing shall include vegetation trimming within a few inches of the ground. No grading shall take place as part of the vegetation clearing. Additionally, fire extinguishers will be kept on-site. If work is to be performed during the dry season, workers shall be informed of wildland fire risk and measures to prevent it via brochures and worker awareness training.	During construction.	Construction Contractor, PWD Construction Management firm, PWD Environmental Services Division.	PWD Environmental Services Division.	