



3516 San Pablo Dam Road Self-Storage Project

Initial Study – Mitigated Negative Declaration

prepared by

City of San Pablo

1000 Gateway Avenue

San Pablo, California 94806

Contact: Libby Tyler, Community Development Director

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303

Oakland, California 94612

November 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Appendix ARB Arborist Report

Appendix AQ Air Quality and Greenhouse Gas Modeling Outputs

Appendix GEO Geotechnical Report

Appendix NOI Noise Modeling Outputs and References

Appendix PLN Project Design Plans

Appendix TRA Traffic Analysis Report

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Acronyms and Abbreviations

AB	Assembly Bill
ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
BMPs	Best Management Practices
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
Cal OES	California Office of Emergency Services
CalRecycle	California Department of Resources Recycling and Recovery
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CCFPD	Contra Costa County Fire Protection District
CCTA	Contra Costa Transportation Authority
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CGS	California Geological Survey
CMP	Congestion Management Program
CMU	Commercial Mixed Use zoning
CNEL	Community Noise Equivalent Level
CO	Carbon monoxide
CRHR	California Register of Historical Resources
CWA	Clean Water Act
dB	Decibels
dBA	A-weighted sound pressure level
DNL	Day-Night Average Level
DOC	California Department of Conservation
DOF	California Department of Finance

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DOT	U.S. Department of Transportation
DPM	Diesel Particulate Matter
DTSC	Californian Department of Toxic Substances Control
EBMUD	East Bay Municipal Utility District
FTA	Federal Transit Administration
GHG	Greenhouse gas
GWP	Global Warming Potential
HVAC	Heating, ventilation, and air conditioning
H _z	Hertz
ITE	Institute of Transportation Engineers
L _{eq}	Equivalent continuous sound level
L _{max}	The highest value measured by a sound level meter over a given period of time
L _{min}	The lowest value measured by a sound level meter over a given period of time
LID	Low Impact Development
LOS	Level of Service
MCE	Marin Clean Energy
mgd	million gallons per day
MLD	Most-likely descendant
MRP	Municipal Regional Stormwater NPDES Permit
MS4	Municipal Separate Storm Sewer System Permit
MT	Metric Tons
NAAQS	National Ambient Air Quality Standards
NFPA	National Fire Protection Association
NO _x	Nitrogen Oxide
NPDES	National Pollutant Discharge Elimination System
NSR	New Source Review
O ₃	Ozone
NAHC	Native American Heritage Commission
NRHP	National Register of Historical Places
NWIC	Northwest Information Center
OPR	State Office of Planning and Research
OS	Open Space
PBDB	Paleobiology Database
PG&E	Pacific Gas and Electric Company
PM _{2.5}	Particulate matter (2.5 microns or smaller)

PM ₁₀	Particulate matter (10 microns or smaller)
PPV [in/sec]	Particle velocity in inches per second
ROG	Reactive Organic Gases
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCP	Stormwater Control Plan
Sf	Square feet
SFBAAB	San Francisco Bay Area Air Basin
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SLF	Sacred Lands File
SPD	San Pablo Police Department
SPMC	San Pablo Municipal Code
SVP	Society of Vertebrate Paleontology
SWPPP	Stormwater Pollution Protection Plan
SWRCB	California State Water Resources Control Board
TAC	Toxic Air Contaminants
TMDLs	Total Maximum Daily Loads
TPA	Transportation Priority Area
UCMP	University of California Museum of Paleontology
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	Vibration decibels
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compounds
WCCUSD	West Contra Costa Unified School District
WCW	West County Wastewater District
WEAP	Worker Environmental Awareness Program
WQRRP	Water Quality and Resource Recovery Plant

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Initial Study

The City of San Pablo, as the Lead Agency, prepared this Initial Study for the 3516 San Pablo Dam Road Self-Storage Project (“proposed project” or “project”) in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations [CCR] Section 15000 et. seq.), and the regulations and policies of the City of San Pablo, California

1 Project Title

3516 San Pablo Dam Road Self-Storage Project

2 Lead Agency Name and Address

City of San Pablo
1000 Gateway Avenue
San Pablo, California 94806

3 Contact Person and Phone Number

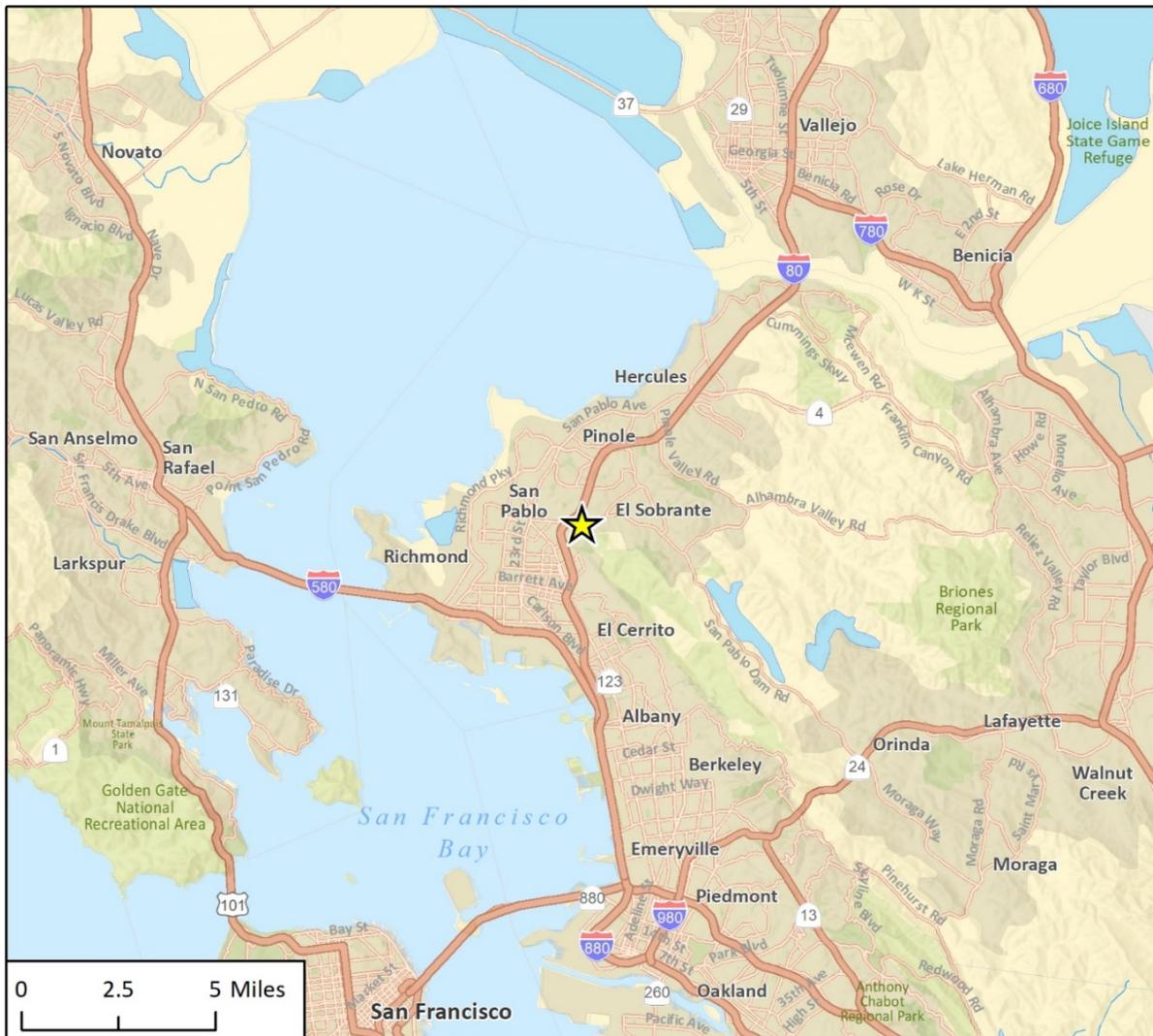
Libby Tyler, Community Development Director
City of San Pablo
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San Pablo, California 94806
(510) 215-3058
LibbyT@sanpabloca.gov

4 Project Location

The project site is an approximately 1.9-acre (80,751 square foot) lot located at 3516 San Pablo Dam Road within the City of San Pablo in Contra Costa County, California. The site is on the south side of San Pablo Dam Road, west of the intersection with El Portal Drive. Regional access is available from Interstate 80 just north of the site on El Portal Drive. Local access is available directly from San Pablo Dam Road.

Figure 1 shows the regional location of the project site, and Figure 2 provides an aerial image of the project site in its neighborhood context.

Figure 1 Regional Location



Basemap provided by Esri and its licensors © 2021.

★ Project Location

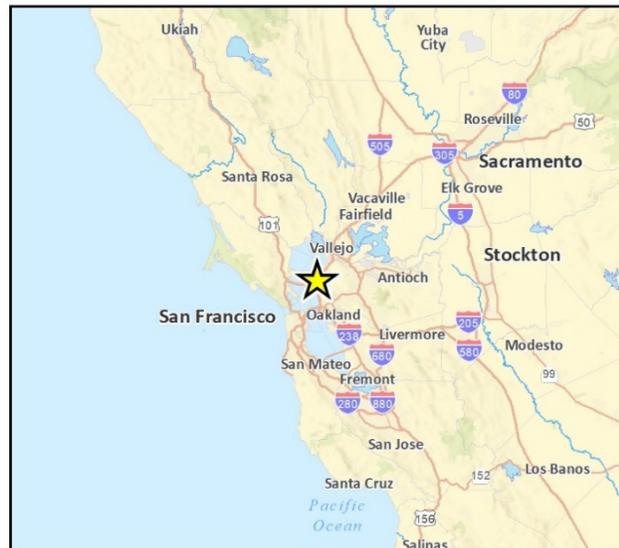


Fig 1 Regional Location

Figure 2 Project Site in its Neighborhood Context



Imagery provided by Microsoft Bing and its licensors © 2021.
Additional Data provided by City of San Pablo, City of Richmond, and County of Contra Costa, 2021.

Fig 2 Project Location

5 General Plan Designation

The project site's General Plan land use designation is Commercial Mixed-Use, which allows for office, retail, commercial, and public uses (City of San Pablo 2011). The site is located within the San Pablo Dam Road Special Planning Subarea of the City's General Plan.

6 Zoning

The site is zoned Commercial Mixed Use (CMU), with a Hillside Overlay. According to Section 17.34.030 of the City of San Pablo Municipal Code (SPMC), the CMU District permits uses such as dwellings, day care, indoor and outdoor recreation, business and professional services, restaurants, offices, retail, and specialty goods and food. Other types of complementary uses are allowed with a use permit. Personal storage is not allowed in the CMU. However, because the existing storage facility at the site has been previously received a use permit, the applicant is requesting a Conditional Use Permit to continue and expand the nonconforming use as set forth in SPMC 17.08.030. (City of San Pablo 2021).

7 Project Description

The proposed project would involve the demolition of existing self-storage structures totaling approximately 21,530 square feet and the construction of a new, three-story personal storage building and associated site improvements. The new self-storage structure would be approximately 91,560 gross square feet (sf) and would have a maximum height of just over 38 feet. The self-storage structure would consist of 757 personal storage units, an associated management office, and approximately 1,200 sf of retail space offering moving supplies, boxes, and similar storage-related items for sale.

Exterior finish materials would consist primarily of vertical decorative metal siding and plaster with some exposed masonry. Display storage doors would be visible behind large glass windows fronting San Pablo Dam Road. Heating, venting, and air conditioning (HVAC) systems would be roof-mounted.

Parking would include 19 off-street vehicle parking spaces and two bicycle parking spaces. Eight standard vehicle parking spaces, one accessible space, and all bicycle parking spaces would be located at the northern portion of the site while the remaining 10 vehicle parking spaces would be located in the southern portion of the site, accessible through a controlled-access gate. An additional four parking spaces are proposed within two covered loading areas located on the eastern portion of the site. The project applicant is requesting a parking reduction as part of the Conditional Use Permit to reduce the requirement to provide 82 parking spaces (1 per 1,000 square feet plus 1 per employee minus 10 percent transit proximity reduction) and four bicycle parking spaces on site pursuant to SPMC Sections 17.54.030 and 17.54.050. The applicant has submitted a parking study by a qualified transportation consultant to support this request.

The proposed project would also require a Conditional Use Permit for a continuation and expansion of a nonconforming use as personal storage is not a use permitted by right pursuant to SPMC Section 17.34.030. Figure 3 summarizes information about the project and shows the proposed site plan; applicant-submitted design documents are included as Appendix PLN. Table 1 provides a summary of the project.

Figure 3 Proposed Site Plan



Source: James Goodman Architecture, 2021.

Table 1 Project Summary

Project Component	Area or Unit
Building Area	
Office/Retail	1,200 sf
Storage	63,958 sf
Corridors/Other	21,848 sf
Total Area	91,560 sf (1.1 Floor Area Ratio)
Building Footprint	31,601 sf (39% coverage)
Parking Stalls	
Standard (9'x19')	14 stalls
Handicap (9'x19')	1 stall
Covered Loading	4 stalls
Total Stalls	19 stalls
Total Paving Area	22,150 (27%)
Bicycle Parking	
Exterior stalls	2 stalls
Landscaping	
Landscape area	2,323 sf (2.9% coverage)
Total Area	56, 074 sf (69.4% coverage)

Access and Circulation

The existing driveway from San Pablo Dam Road would be demolished, and access to the storage facility would be from two new driveways along San Pablo Dam Road—one two-way driveway (ingress and egress) in the northeastern portion of the project site and one one-way (egress) driveway at the northwest side. An internal road would provide vehicular access to the covered loading spaces along the east side of the building and the parking spaces in the rear. Fire lane access along San Pablo Dam Road would be maintained per Contra Costa Fire Protection District requirements.

Landscaping

Existing vegetation along the north frontage to San Pablo Dam Road would be removed during construction, including one mature Silver Linden tree, and re-landscaped after completion of construction. The removed tree would be replaced consistent with SPMC 17.48.120, City of San Pablo’s Tree Ordinance, and landscaping requirements. New landscaping would also extend along the western perimeter and northeast corner of the site. Landscaping on the project site would total approximately 2,323 square feet and would consist of native California and horticulturally appropriate trees, shrubs, and groundcover. Approximately 1,300 square feet of landscaping would be utilized as a Low Impact Development (LID) measure to direct stormwater runoff from the site to vegetated areas and reduce stormwater flow exiting the site (see Appendix PLN).

Hours of Operation

The proposed project would have differing operating hours for the retail store and building office and for customer access to the storage facility. Office and retail hours would be Monday through Friday from 9:30 a.m. to 6:00 p.m. and on Saturday from 9:00 a.m. to 5:30 p.m. and would be staffed by two employees. Customers would be allowed to access the project site using a unique passcode between the hours of 6:00 a.m. and 10:00 p.m. every day. Customer passcodes would be disabled during non-operating hours to prevent entrance into the gated area and the buildings.

Construction

Project construction is estimated to occur over a 13-month period and would include typical construction phases such as demolition, site preparation and grading, building construction, paving, and architectural coating. The project would include the removal and decommissioning of an on-site well used for irrigation.

During project construction, equipment anticipated to be used includes backhoes, dozers, pavers, concrete mixers, trucks, air compressors, saws, and hammers. Trucks providing deliveries and hauling to and from the project site would access the site from San Pablo Dam Road. Based on applicant-provided information, project construction would utilize the following Best Management Practices (BMPs) recommended by the Bay Area Air Quality Management District (BAAQMD) to control fugitive dust from construction not otherwise regulated under federal, state, or local law:

- Watering exposed surfaces at least twice daily
- Watering areas to be graded prior to earthmoving
- 15 mph vehicle speed limit
- Covering trucks hauling dirt or loose materials

Efficiency

The proposed project would include energy efficiency measures, including efficient lighting and appliances, installation of drought-resistant landscaping with irrigation controllers, low-flow internal plumbing fixtures, and compliance with waste diversion requirements such that it would exceed Title 24 standards by 10 percent.

8 Surrounding Land Uses and Setting

The project site is bordered by a storage facility and non-emergency medical transport dispatch center to the west, restaurants and a car-rental facility to the east, the undeveloped edge of the Hasford Heights residential district approximately 450 feet to the south, and a single-family residential neighborhood 75 feet across San Pablo Dam Road to the north. The Universal Mercy Academy is located approximately 320 feet northeast of the site, and the St. Callistus Church is located approximately 380 feet to the east. San Pablo Dam Road serves as the city limit of San Pablo at the project site and the residential areas to the north are outside of City limits, within the community of El Sobrante. Open space lies to the southeast. San Pablo Creek runs approximately 500 feet to the north of the site. The Wildcat Canyon regional park entrance is approximately 0.4 mile to the southeast.

Topography on the project site gently slopes from the south down to the north with approximately 6 feet of relief over a distance of approximately 380 feet. The southern portion of the project is

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located at the toe of a slope that ascends from the north to the south (Appendix GEO). The development area of the site terminates just before the beginning of the hillside area in the southern portion of the site. The southern perimeter of the site is comprised of a dense tree line and an approximately 30 percent slope which rises to the Hasford Heights residential district. The site is currently developed with 16 self-storage structures. There are two landscaped areas in the northern portion of the project site that border its entrance from San Pablo Dam Road.

9 Other Public Agencies Whose Approval is Required

The City of San Pablo is the lead agency with responsibility for approving the proposed project. The following approvals would be required for the project:

- Conditional Use Permit to allow a self-storage facility as a continuation and expansion of an existing nonconforming use in a Commercial Mixed-Use District and a reduction in parking requirement. Major Design Review of a new commercial building
- Sign Permit for any new signage

10 Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

The City of San Pablo has not received any requests from California Native American tribes to be notified of proposed projects, pursuant to Public Resources Code (PRC) Section 21080.3.1.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” 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 and Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and 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 and Service Systems | <input type="checkbox"/> Wildfire | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

Determination

Based on 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 to 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 “less than significant with mitigation incorporated” 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.

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- I find that although the proposed project could have a significant effect on the environment, because all potential 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.

ET
Signature

Elizabeth Tyler
Printed Name

11/15/2021
Date

Community Development
Title Director

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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 buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). 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 that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is not located near an eligible or officially designated State Scenic Highway (California Department of Transportation [Caltrans] 2019). There are distant views of hillsides in and around Wildcat Canyon Regional Park southeast of the project site, however, there are no listed scenic vistas within the City of San Pablo (San Pablo 2011). The project site is located within the San Pablo Dam Special Planning Subarea of the San Pablo General Plan, which seeks to “retain and enhance its neighborhood identity and focus on residential land use patterns that would not disrupt the rural quality of the area,” and “encourage use of existing retail and commercial activities” (San Pablo 2011).

Regulatory Setting

City of San Pablo General Plan

- LU-I-7: Require design review of all new construction and visible exterior alterations of large non-residential buildings.
- LU-I-11: Enhance the City's unique identity and image by adopting a consistent palette of landscaping, street trees, lighting, and signage within the public-right-of-way for neighborhood and street improvements.
- LU-I-27 Establish design guidelines to assure high quality design and site planning for large commercial and industrial developments.

Impact Analysis

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

A scenic vista is usually defined as a panoramic view from an elevated position or a long-range view from a public vantage point. This can include views of natural features or of the built environment, when architecture and landscaped boulevards offer high-value views of an area considered important to the sense of place. The proposed development site is topographically flat and there are no scenic vistas visible from or through the site. The site may be visible from some elevated positions near the entrance to Wildcat Canyon Regional Park, but it would not obscure any such views nor represent a departure from the equally developed area adjacent to it. The project would not have a substantial adverse effect on a scenic vista and impacts would be less than significant.

NO IMPACT

b. *Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

The nearest eligible state scenic highway to the project site is a segment of Interstate 580 (I-580) at the interchange with Interstate 80 in Albany, approximately 5 miles southwest of the project site (Caltrans 2019). The project site is not visible from I-580, and therefore the proposed project would not damage scenic resources within view of a state scenic highway. No impact would occur.

NO IMPACT

c. *Would the project, 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is located within an urbanized area. Development of the site would be subject to Major Design Review pursuant to SPMC Section 17.20.030 which would ensure that the project design would be consistent with the vision set forth within the City's General Plan. Major Design Review would require that the Planning Commission find that the location and project design consider privacy, views, and sunlight on adjoining properties; and that architectural design of structures and their colors and materials are harmonious with surrounding development, landforms, and vegetation.

Prior to project approval, the Planning Commission and the City Council would review the project's development plans to ensure that the above findings could be made, including that the proposed design would be harmonious with surrounding development. Therefore, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

The project site is in an urbanized area with moderate levels of existing light typical of commercial and mixed-use areas. The surrounding uses, consisting of commercial and mixed-use areas, generate light and glare along the western and eastern portions of the site. Surrounding residential areas generate light and glare along the southern boundary of the site and across San Pablo Dam Road to the north. Existing lighting within the site is typical of a self-storage facility illuminated 24 hours a day for security. Primary sources of light adjacent to the site include interior and exterior lighting associated with the existing residential and commercial structures, vehicle headlights, and streetlights. The primary source of glare adjacent to and within the site is the sun's reflection from metallic, glass, and light-colored surfaces on buildings and on vehicles parked on-site and in adjacent parking areas.

The proposed project would introduce additional sources of lighting and glare. The proposed project would not include new streetlights on roadways and would feature redesigned parking lot lighting that would be subject to SPMC Chapter 17.56, which outlines parking lot lighting standards including shielding and directing all lighting downward to prevent glare, light trespass, and light pollution.

There is an existing illuminated sign on the site. New project signage would require a Sign Permit pursuant to SPMC Chapter 18.04 which would regulate the size, type, location, and physical design of the proposed signage. Furthermore, SPMC Sections 18.04.050(9) and 18.04.050(10) prohibit the use of digital signs and displays and permanent signs containing fluorescent or day-glow colors and signs illuminated by exposed light globes. Compliance with these regulations would ensure that the proposed project signage would not create a substantial new source of substantial light or glare.

New sources of glare associated with the project would include new exterior windows in the multi-story display section on the northeastern corner of the building with frontage to San Pablo Dam Road. These sources of glare would be similar to existing sources surrounding the site, including the commercial uses to the east and west, and would therefore be consistent with the surrounding uses in the area. Major Design Review and compliance with the SPMC would ensure that the project would not create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

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

Setting

The project site is located within an urbanized area of San Pablo. The site is currently developed as a self-storage facility and is zoned as Commercial Mixed-Use.

The California Department of Conservation (DOC) manages the Farmland Mapping and Monitoring Program to assess and record suitability of land for agricultural purposes. In each county, the land is analyzed for soil and irrigation quality and the highest quality land is designated as Prime Farmland. The project site and vicinity are designated as Urban and Built-Up Land and the site does not have any identified agricultural or forest land (DOC 2016).

Impact Analysis

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

The project site is located in an area identified as Urban and Built-Up Land (DOC 2016). Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. There would be no impact.

The project site is not located in an area zoned for agricultural use in the San Pablo General Plan (San Pablo 2011b). The site is not located on property under a Williamson Act contract (Contra Costa County 2016a). There would be no impact.

The project site is not located near forest lands and would not require rezoning (Contra Costa County 2020). There would be no impact.

The proposed project would develop a built-up urban site and would not result in the conversion of forest land (USFS 2016). There would be no impact.

The proposed project would develop a built-up urban site and would not result in the conversion of forest land or farmland. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input 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"/>

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),¹ nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROG and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

¹ CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term ROG is used in this IS-MND.

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- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located within the San Francisco Bay Area Air Basin (the Basin), which is under the jurisdiction of the Bay Area Air Quality Management District (BAAQMD). As the local air quality management agency, BAAQMD is required to monitor air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the Basin is classified as being in “attainment” or “nonattainment.” In areas designated as non-attainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 2, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance.

The Basin is in nonattainment for the ozone and PM_{2.5} (particulate matter 2.5 microns in size or less) NAAQS and CAAQS, and the PM₁₀ (particulate matter 10 microns in size or less) CAAQS and is required to prepare a plan for improvement (BAAQMD 2017a). This nonattainment status is a result of several factors in the Basin. Motor vehicles and industrial sources are the largest sources of ozone precursors in the Bay Area. The Basin’s nonattainment designation for ozone is the result of increasing population and economic growth combined with a tightening of the federal ozone standard from 0.075 parts per million to 0.070 parts per million on October 1, 2015. The Basin’s nonattainment designations for PM_{2.5} and PM₁₀ are primarily the result of combustion of fossil fuels and residential wood burning in the Bay Area (BAAQMD 2017b). The health effects associated with criteria pollutants for which the Basin is in non-attainment are described in Table 2.

Table 2 Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ¹
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma.

Source: USEPA 2018

Air Quality Management

The Bay Area 2017 Clean Air Plan (the 2017 Plan) provides a plan to improve Bay Area air quality and protect public health as well as the climate. The legal impetus for the 2017 Plan is to update the most recent ozone plan (the 2010 Clean Air Plan) to comply with state air quality planning requirements as codified in the California Health and Safety Code. Although steady progress in reducing ozone levels in the Basin has been made, the region continues to be designated as non-attainment for both the one-hour and eight-hour ozone CAAQS. In addition, emissions of ozone precursors in the Bay Area contribute to air quality problems in neighboring air basins. Under these circumstances, state law requires the 2017 Plan to include all feasible measures to reduce emissions of ozone precursors (BAAQMD 2017b).

In 2006, the USEPA reduced the national 24-hour PM_{2.5} standard regarding short-term exposure to fine particulate matter from 65 micrograms per cubic meter to 35 micrograms per cubic meter. Based on air quality monitoring data for the 2006-2008 cycle showing that the region was slightly above the standard, the USEPA designated the Basin as non-attainment for the 24-hour NAAQS in December 2008. This triggered the requirement for the BAAQMD to prepare a State Implementation Plan (SIP) to demonstrate how the region would meet the standard. However, data for both the 2008-2010 and the 2009-2011 cycles showed that PM_{2.5} levels in the Basin currently meet the standard. On October 29, 2012, the USEPA issued a proposed rule to determine that the Basin now meets the 24-hour PM_{2.5} NAAQS and issued the final rule in 2013. However, the Bay Area continues to be designated as nonattainment for the 24-hour PM_{2.5} NAAQS until such time as BAAQMD submits redesignation request and a maintenance plan to the USEPA, and the USEPA approves the proposed redesignation.

Significance Thresholds

The BAAQMD recommends that lead agencies determine appropriate air quality emissions thresholds of significance based on substantial evidence in the record. The BAAQMD's significance

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thresholds for land use development projects within the Basin as published in the updated May 2017 CEQA Air Quality Guidelines are the most appropriate thresholds for use in determining air quality impacts of the proposed project because the Basin covers the entirety of Contra Costa County (BAAQMD 2017c). The BAAQMD significance thresholds for criteria air pollutants, shown in Table 3, were used to evaluate the project’s potential air quality impacts. Projects that would result in criteria air pollutant emissions below these significance thresholds would not result in a cumulatively considerable net increase in criteria air pollutants for which the Basin is in non-attainment under applicable federal or state ambient air quality standards.

Table 3 Criteria Air Pollutant Significance Thresholds

Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs/day)	Average Daily Emissions (lbs/day)	Maximum Annual Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (exhaust)	82	15
PM _{2.5}	54 (exhaust)	54	10
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter measuring 10 microns or less in diameter; PM_{2.5} = particulate matter measuring 2.5 microns or less in diameter

Source: BAAQMD 2017c

The BAAQMD also provides a preliminary screening methodology to conservatively determine whether a proposed project would exceed carbon monoxide thresholds. If the following criteria are met, a project would result in a less than significant impact related to local carbon monoxide concentrations:

- Project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, regional transportation plan, and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- Project traffic would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The BAAQMD has also established thresholds applicable to projects that would introduce new stationary sources of toxic air contaminants (TAC) emissions. A project would result in significant impacts if TAC emissions would result in an increased cancer risk level of more than 10 in one million, or a non-cancer (chronic or acute) hazard index greater than 1.0.

Methodology

The project’s construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information including the project’s land use, square footage, and location, to model a project’s construction and operational emissions. Calculations are included in Appendix AQ.

Construction emissions modeled include emissions generated by construction equipment used on site and emissions generated by vehicle trips associated with construction, such as workers and vendor trips. Project construction was analyzed based on the applicant-provided information regarding the construction schedule, number and type of construction equipment used during each phase, and planned emission reduction measures. Standardized assumptions were used where project-specific information was unknown. This analysis also assumes that project would comply with all applicable regulatory standards. In particular, the project would be required to comply with the 2019 Building Energy Efficiency Standards (Energy Code), the California Green Building Standards Code (CALGreen), the City of San Pablo's General Plan, and BAAQMD's rules and regulations. Specifically, the project would be required to comply with BAAQMD Regulation 8, Rule 3, which restricts the VOC content of flat coatings to 50 grams per liter and the VOC content of non-flat coatings and traffic marking coatings to 100 grams per liter.

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The project's trip generation rates were taken from a Transportation Analysis conducted by W-Trans in August 2021 using the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 10th Edition* and can be found in Appendix TRA. Emissions attributed to energy use include electric consumption for lighting and space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products, and architectural coatings.

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

The California Clean Air Act requires that air districts create a Clean Air Plan that describes how the jurisdiction will meet air quality standards. The most recently adopted applicable air quality plan is the BAAQMD's 2017 Plan. Pursuant to air quality planning requirements, the 2017 control strategy includes all feasible measures to reduce emissions of ozone precursors – ROG and NO_x—as well as particulate matter, TACs, and greenhouse gases (GHG). The 2017 Plan does not include control measures that apply directly to individual development projects. Instead, the control strategy includes measures related to stationary sources, transportation, energy, buildings, agriculture, natural and working lands, waste management, water, and super-greenhouse gas pollutants.

The 2017 Clean Air Plan focuses on two paramount goals (BAAQMD 2017b):

- Protect air quality and health at the regional and local scale by attaining all state and national air quality standards and eliminating disparities among Bay Area communities in cancer health risk from TACs; and
- Protect the climate by reducing Bay Area greenhouse gas emissions to 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050

Under BAAQMD's methodology, a determination of consistency with the 2017 Plan should demonstrate that a project:

- Supports the primary goals of the 2017 Clean Air Plan;
- Includes applicable control measures from the 2017 Clean Air Plan; and
- Would not disrupt or hinder implementation of any air quality plan control measures in the 2017 Clean Air Plan.

Support of Primary Goals

A project that would not support the 2017 Plan’s goals would not be considered consistent with the plan. On an individual project basis, consistency with BAAQMD’s quantitative CEQA thresholds of significance is interpreted as demonstrating support for the 2017 Clean Air Plan’s goals. As detailed below under criterion (b), the project would be consistent with the BAAQMD thresholds for criteria air pollutants and thus would not conflict with the 2017 Clean Air Plan’s goal to attain air quality standards.

Inclusion of Applicable Control Measures

Projects that incorporate all air quality plan control measures that can feasibly be incorporated into project design or applied as mitigation are considered consistent with the 2017 Plan. Most control measures in the 2017 Plan are focused on potential rulemaking, updating standards and consideration of possible future actions by BAAQMD and do not involve project-level controls. For example, Control Measure SS-36, *PM from Trackout*, states: “Develop new Air District rule to prevent mud/dirt and other solid trackout from construction, landfills, quarries, and other bulk material sites.” Compliance with all current regulations and standards for project design or mitigation would be considered consistent with the 2017 Plan. Control strategies that are applicable to the proposed project are outlined in Table 4 below and evaluated for consistency with the 2017 Plan.

Table 4 2017 Plan Control Strategies Applicable to the Project

Control Strategy	Evaluation
Direct new development to areas that are well served by transit, and conducive to bicycling and walking.	Consistent. The project would be an infill redevelopment project located in the City’s San Pablo Dam Road Special Planning Area. The project site is located approximately 0.25 mile from the Princeton Plaza area, which is served by several transit lines including the Richmond BART. The project would feature bicycle parking spaces and there is an existing bicycle lane along San Pablo Dam Road. The project would also be within walking and bicycling distance of El Portal Drive which connects the San Pablo Dam Road area to the rest of San Pablo via a freeway crossing. Therefore, the project would be located in an area that is well served by transit and conducive to bicycling and walking.
Encourage parking policies and programs in local plans, e.g., reduce minimum parking requirements; limit the supply of off-street parking in transit-oriented areas; unbundle the price of parking spaces; support implementation of demand-based pricing (such as “SF Park”) in high-traffic areas.	Consistent. The project would obtain a Conditional Use Permit for reduced parking requirements, including a reduction for being located near existing transit stops, and would limit the amount of off-street parking available.
Promote energy and water efficiency in both new and existing buildings.	Consistent. The project would involve the replacement of an existing storage facility with a new facility that would be required to comply with 2019 CALGreen standards, which include measures for energy and water efficiency.

Source: BAAQMD 2017c

Disruption or Hindrance of Control Measures

If project approval would not cause the disruption, delay, or otherwise hinder the implementation of any air quality plan control measure, it would be considered consistent with the 2017 Plan. The project would not include components that would interfere with implementation of the control

measures in the 2017 Clean Air Plan, such as precluding an extension of a transit line or proposing excessive parking beyond parking requirements.

As detailed above, the project would support the goals of the 2017 Clean Air Plan through consistency with the CEQA significance thresholds outlined by BAAQMD and compliance with the relevant control measures as identified in the Plan. There are no components of the project that would interfere with or obstruct implementation of the Plan; therefore, there would be no impact related to consistency with the 2017 Clean Air Plan.

NO IMPACT

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

The Basin is designated nonattainment for the NAAQS and the CAAQS for ozone, PM_{2.5}, and PM₁₀. The following subsections discuss emissions associated with construction and operation of the proposed project.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Table 5 summarizes the estimated maximum daily emissions of pollutants during project construction based on the CalEEMod modeling. As shown therein, construction-related emissions would not exceed daily BAAQMD thresholds for criteria pollutants except for NO_x emissions. The maximum daily NO_x emissions would be 55 pounds per day, which would exceed the threshold of 54 pounds per day. Therefore, project construction could potentially result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. However, implementation of Mitigation Measure AQ-1 would reduce NO_x emissions to a level below the BAAQMD significance threshold and impacts would be less than significant.

Table 5 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	ROG	NO _x	Exhaust PM ₁₀	Exhaust PM _{2.5}
2022	5	55	2	2
2023 ¹	46	18	1	1
Maximum Daily Emissions	46	55	2	2
BAAQMD Thresholds (Average Daily Emissions)	54	54	82	54
Threshold Exceeded?	No	Yes	No	No

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter measuring 10 microns or less in diameter; PM_{2.5} = particulate matter measuring 2.5 microns or less in diameter; BAAQMD = Bay Area Air Quality Management District
 Notes: All emissions modeling was completed made using CalEEMod. See Appendix AQ for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including BAAQMD Regulation 8, Rule 3) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.
¹ Emissions for 2023 are based on the project construction schedule, which estimates construction will finish in early March 2023. To account for potential delays, modeling for 2023 emissions conservatively assumes construction continues through April 2023.

Fugitive Dust

Site preparation and grading may cause wind-blown dust that could contribute particulate matter into the local atmosphere. The BAAQMD has not established a quantitative threshold for fugitive dust emissions but rather states that projects that incorporate BMPs for fugitive dust control during construction, such as watering exposed surfaces and limiting vehicle speeds to 15 miles per hour, would have a less than significant impact related to fugitive dust emissions. The proposed project would disturb over one acre of land and therefore would be required to develop a SWPPP as discussed under Section 9, *Hydrology and Water Quality*. Further, the project design includes BMPs recommended by BAAQMD to control fugitive dust as described in Section 7, *Project Description*.

Adherence to these BMPs and the conditions of the relevant SWPPP would reduce fugitive dust impacts, and impacts would be less than significant.

Mitigation Measure

AQ-1 Low-Emitting Construction Equipment

The contractor shall submit a construction management plan to the City of San Pablo for review and approval prior to issuance of construction permits. The construction management plan shall demonstrate that off-road equipment used on site to construct the project would include the following:

- All off-road diesel construction equipment equal or greater than 50 HP shall be equipped with USEPA rated Tier 3 engines at a minimum. Construction equipment equipped with USEPA Tier 4 (interim or final) rated engines would meet this requirement. If Tier 3 rated engines are not commercially available, the use of alternatively fueled (i.e., non-diesel) equipment may suffice, as long as an overall average fleet reduction of two percent below NO_x emission levels estimated can be demonstrated for the standard fleet mix in the California Emissions Estimator Model

Mitigation Measure AQ-1 would require all diesel-fueled equipment used during construction to be equipped with Tier 3 engines, or equivalent NO_x emission control measures that would achieve an overall average fleet reduction of two percent below NO_x emission levels. With the exhaust control measures described above, NO_x emissions would be reduced from 55 pounds per day to 41 pounds per day, which would be below the BAAQMD threshold of 54 pounds per day. Therefore, impacts would be reduced to less-than-significant with implementation of Mitigation Measure AQ-1.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., architectural coatings, consumer products, and landscaping equipment), and mobile sources (i.e., vehicle trips to and from the project site). There would be no energy emissions since the project would not use natural gas. In addition, the operation emissions from the existing self-storage facility were netted out from the project operational emissions. Table 6 summarizes the project’s net maximum daily operational emissions by emission source, and Table 7 summarizes the project’s estimated net annual operational emissions by emission source. As shown therein, net operational emissions would not exceed BAAQMD thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment, and impacts would be less than significant.

Table 6 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	ROG	NO_x	PM₁₀	PM_{2.5}
Area	2	<1	<1	<1
Mobile	1	1	1	<1
Total	3	1	1	<1
Existing Maximum Daily Emissions	1	<1	<1	<1
Net Total	2	<1	<1	<1
BAAQMD Thresholds	54	54	82	54
Threshold Exceeded?	No	No	No	No

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter measuring 10 microns or less in diameter; PM_{2.5} = particulate matter measuring 2.5 microns or less in diameter; BAAQMD = Bay Area Air Quality Management District

All emissions modeling was completed using CalEEMod. See Appendix AQ for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including BAAQMD Regulation 8, Rule 3) and project design features. Emissions presented are the highest of the winter and summer modeled emissions.

Table 7 Estimated Annual Operational Emissions (tons/year)

Emissions Source	ROG	NO _x	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	<1
Mobile	<1	<1	<1	<1
Total	<1	<1	<1	<1
Existing Annual Emissions	<1	<1	<1	<1
Net Total	<1	<1	<1	<1
BAAQMD Thresholds	10	10	15	10
Threshold Exceeded?	No	No	No	No

ROG = reactive organic gases; NO_x = nitrogen oxides; PM₁₀ = particulate matter measuring 10 microns or less in diameter; PM_{2.5} = particulate matter measuring 2.5 microns or less in diameter; BAAQMD = Bay Area Air Quality Management District

All emissions modeling was completed using CalEEMod. See Appendix AQ for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including BAAQMD Regulation 8, Rule 3) and project design features.

LESS THAN SIGNIFICANT IMPACT

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

The CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. Sensitive receptors in the project vicinity include single-family residences located immediately north of the project site and south of the project site in the Hasford Heights district which begins approximately 450 feet to the southwest, the Universal Mercy Academy located 320 feet northeast of the site, and the St. Callistus Church located approximately 380 feet east of the site. The nearest sensitive receptors are the single-family residences directly across San Pablo Dam Road 75 feet to the north. BAAQMD standards focus on localized air quality impacts to sensitive receptors resulting from CO hotspots, TACs, and PM_{2.5}, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A carbon monoxide hotspot is a localized concentration that is above a carbon monoxide ambient air quality standard. Localized carbon monoxide hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local carbon monoxide concentration exceeds the state one-hour standard of 20.0 ppm (which is lower than the federal 1-hour standard of 35.0 ppm) or the federal and state 8-hour standard of 9.0 ppm (CARB 2016).

The entire Basin is in conformance with state and federal carbon monoxide standards. The BAAQMD maintains an air quality monitoring station on Rumrill Boulevard in San Pablo. The maximum 8-hour average carbon monoxide value between January 1, 2021, and August 19, 2021, was 0.9 parts per million, which is well below the state and federal 8-hour carbon monoxide standard of 9.0 parts per million (USEPA 2020; BAAQMD 2021). The BAAQMD has developed screening criteria to determine if certain projects would result in a less-than-significant impact to localized carbon monoxide

concentrations. The proposed project would result in a less than significant impact if the project is consistent with an applicable CMP; would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour; and would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).

The nearest CMP roadway segment is the segment of San Pablo Dam Road adjacent to the project site between El Portal Drive and Amador Street which currently operates at Level of Service (LOS) E. The nearest CMP intersections are the intersection of San Pablo Dam Road and El Portal Drive, which currently operates at LOS D during both peak hours, and the intersection of San Pablo Dam Road, Amador Street, and the onramp to Interstate 80, which currently operates at LOS D during the AM peak hour and LOS C during the PM peak hour (Contra Costa Transportation Authority [CCTA] 2017 and 2021). These segments and intersections are currently operating at or better than their LOS standards, and there is no Deficiency Plan in effect for this area. According to the Transportation Analysis prepared for the proposed project, the project would generate approximately 150 net new daily trips as compared to existing conditions (Appendix TRA). This increase in trips would not be enough to decrease the LOS at any of the nearby intersections or along the San Pablo Dam Road segment adjacent to the project site and therefore the project would be consistent with the CMP.

The intersections of San Pablo Dam Road and Barranca Street to the east and San Pablo Dam Road and Miffin Avenue to the west are the closest intersections to the project site that would be affected by project-related traffic. Traffic volumes at San Pablo Dam Road and Miffin Avenue were estimated at approximately 1,688 vehicles per hour during peak hour traffic (City of San Pablo 2012). Conservatively assuming all 150 net new trips added by the project would occur during peak traffic hours, the project would increase traffic volumes at the nearest affected intersection to 1,838 vehicles. This is below the BAAQMD screening threshold of 44,000 vehicles per hour, and these intersections are not in areas where vertical or horizontal mixing is limited. Based on improving vehicle emissions standards for new cars in accordance with state and federal regulations, the project's low level of new vehicle trips, and the project's low level of operational CO emissions, the project would not create new CO hotspots or contribute substantially to existing CO hotspots. Thus, impacts on local CO concentrations from the proposed project would be less than significant.

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health. The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction Impacts

Construction-related activities would result in temporary emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2017).

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Project construction would occur over approximately 13 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the

concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. BAAQMD prefers an exposure period of 30 years for residents. Thus, the duration of proposed construction activities (i.e., 13 months) is approximately 4 percent of the total exposure period used for health risk calculation. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017c). Therefore, this analysis qualitatively discusses potential health risks associated with construction-related emissions of TACs, focusing on construction activities most likely to generate substantial TAC emissions and the duration of such activities relative to established, longer-term health risk exposure periods.

PM_{2.5} exhaust emissions are often used as a surrogate for DPM, and all PM_{2.5} exhaust emissions are considered as DPM. The maximum PM_{2.5} exhaust emissions would occur during site preparation and grading activities. These activities would last for approximately six weeks. PM_{2.5} emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less construction equipment. While the maximum DPM emissions associated with site preparation and grading activities would only occur for a portion of the overall construction period, these activities represent the maximum exposure condition for the total construction period. The duration of site preparation and grading activities would represent less than one percent of the total exposure period for a 70-year health risk calculation. Therefore, DPM generated by project construction would not create conditions where the probability is greater than 10 in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Impacts would be less than significant.

Operation

In the Bay Area, a number of urban or industrialized communities exist where the exposure to TACs is relatively high compared to other communities. According to BAAQMD, the project site is not located in an impacted community (BAAQMD 2017c). Sources of TACs include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. The project does not include construction of new gas stations, dry cleaners, highways, roadways, or other sources that could be considered new permitted or non-permitted source of TAC or PM_{2.5} emissions in proximity to sensitive receptors. Therefore, it would not expose nearby sensitive receptors to substantial TAC concentrations. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors would disperse with distance. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

Table 3-3 in the BAAQMD 2017 *CEQA Air Quality Guidelines* provides screening distances for land uses that have the potential to generate substantial odor complaints. The uses in the table include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants (BAAQMD 2017b). Personal storage and warehouses are not included in this list, and project operation would not generate other emissions, such as those leading to odors, that would affect a substantial number of people, therefore impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 U.S. 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Setting

Topography on the project site gently slopes from the south down to the north with approximately 6 feet of relief over a distance of approximately 380 feet. The southern portion of the project is located at the toe of a slope that ascends from the north to the south (Appendix GEO). . The site is currently developed with two landscaped vegetation areas that border the site's entrance from San Pablo Dam Road. The southern perimeter of the site is comprised of a dense tree line and steep slope bordering the Hasford Heights neighborhood. Wildcat Canyon Regional Park is located approximately 0.5-mile south of the site. San Pablo Creek runs approximately 0.1 mile to the north of the site.

Regulatory Setting

Federal and State

Regulatory authority over biological resources is shared by federal, state, and local agencies under a variety of laws, ordinances, regulations, and statutes. Primary authority for biological resources lies with the land use control and planning authority of local jurisdictions (in this instance, the City of San Pablo).

The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the state under CEQA and has direct jurisdiction under the California Fish and Game Code (CFGF). Under the California Endangered Species Act and the federal Endangered Species Act, the CDFW and the U.S. Fish and Wildlife Service (USFWS), respectively, have direct regulatory authority over species formally listed as threatened or endangered (and listed as rare for CDFW). Native and/or migratory bird species are protected under the CFGF Sections 3503, 3503.5, and 3511.

Statutes in the Clean Water Act (CWA), CFGF, and CCR protect wetlands and riparian habitat. The U.S. Army Corps of Engineers has regulatory authority over wetlands and waters of the U.S. under Section 404 of the CWA. The State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) ensure water quality protection in California pursuant to Section 401 of the CWA and Section 13263 of the Porter-Cologne Water Quality Control Act. The CDFW regulates waters of the State under the CFGF Section 1600 et seq.

Special-status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS and the National Marine Fisheries Service (NMFS) under the federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the CDFW under the California Endangered Species Act; 3) recognized as California Species of Special Concern by the CDFW; 4) afforded protection under the Migratory Bird Treaty Act (MBTA) or CFGF; and 5) occurring on Lists 1 and 2 of the CDFW California Rare Plant Rank (CRPR) system.

Local

SPMC Section 17.48.120 provides tree protection requirements applicable to the project. A certified arborist report would be required to evaluate protected tree resources on the project site prior to any new development. Protected trees are defined as trees greater than 6 inches in diameter at 36 inches above grade. Removal of trees must be approved by the zoning administrator, or, if four or more trees are planned for removal, design review before the planning commission is required. Trees removed must be replaced pursuant to SPMC Table 17.48-B.

Methods

Literature Review and Desktop Biological Evaluation

Qualified biologists reviewed agency databases, relevant literature, aerial photos, and site photos for baseline information on special status species and other sensitive biological resources occurring or potentially occurring at the site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Data Base (CNDDDB) (CDFW 2021a) and Biogeographic Information and Observation System (BIOS) (CDFW 2021b)
- CDFW Special Animals List (CDFW 2020) and Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021c)
- CNPS Online Inventory of Rare and Endangered Plants of California (CNPS 2021)
- USFWS Information for Planning and Consultation (IPaC; USFWS 2021a)
- USFWS Critical Habitat Portal (USFWS 2021b)
- USFWS National Wetlands Inventory (NWI; USFWS 2021c)
- U.S. Geological Survey (USGS National Hydrography Dataset (NHD, USGS 2020)
- U.S. Department of Agriculture (USDA) Natural Resources Conservation Services (NRCS) Web Soil Survey (USDA 2020)

Rincon Consultants, Inc. biologists conducted a review of the CNDDDB (CDFW 2021a) for recorded occurrences of special status plant and wildlife taxa in the region prior to conducting the field survey. For this review, the search included all occurrences within the U.S. Geological Survey (USGS) 7.5-minute topographic quadrangle encompassing the project site (*Richmond*), and the eight surrounding quadrangles (*Petaluma Point, Mare Island, Benicia, San Quentin, Briones Valley, San Francisco North, Oakland West* and *Oakland East*). Strictly marine, estuarine, and aquatic species were excluded from further analysis given the upland terrestrial nature of the site. Plant species with specific habitat requirements are not present at the site, such as vernal pools, alkali or serpentine soils, or higher elevation ranges, were also excluded from this analysis.

Rincon compiled the results of the background literature review into a list of regionally occurring special status plants and animals and evaluated each species for potential to occur based on habitat conditions and proximity to known occurrences. Rincon also reviewed the NWI (USFWS 2021c) and the National Hydrography Datasets (USGS 2020) for potential aquatic resources, including potentially jurisdictional waters of the U.S. or waters of the State.

An arborist report evaluated four on-site trees all located along San Pablo Dam Road, all of which are planned for removal and is included as Appendix ARB.

Impact Analysis

- 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 U.S. Fish and Wildlife Service?*

Special-Status Plants

Seventy-two special status plant species were identified to have occurrence records within the nine USGS quadrangles containing and surrounding the project site (CDFW 2021a; CNPS 2021; USFWS 2021a). Existing conditions (developed and disturbed by regular mowing) and the lack of native vegetation communities or suitable ecological conditions on the site preclude the potential for rare plants to occur within the site, and no special status plant species are expected. Because construction activities are limited to previously disturbed, developed, and landscaped areas with ornamental vegetation, impacts to special status plant species would not occur.

Special-Status Wildlife

Fifty-three special-status animal species were identified with known occurrence records within the nine USGS quadrangles containing and surrounding the project site (CDFW 2021a; CNPS 2021; USFWS 2021a). A Rincon biologist reviewed this list and refined it according to the potential for species to occur based on the presence and quality of habitats within the site. The site is completely developed. The site does not comprise suitable habitat for federal or state listed species or other special status animals. However, the site could be used by migratory birds as nesting habitat. Migratory birds are protected under CFGC Section 3503 and the MBTA. The nesting season generally extends from February 1 through August 31 in California but can vary based upon annual climatic conditions. Thus, construction activities could result in direct impacts to active nests during vegetation removal or disturbance-related nest abandonment. Impacts to most non-listed bird species through nest destruction or abandonment would not be considered significant under CEQA; however, this would be a violation of CFGC code and the MBTA. Impacts to non-listed special status birds would be significant if those impacts would jeopardize the viability of a local or regional population. Therefore, Mitigation Measure BIO-1 would be required to avoid or reduce the project's potentially significant impacts to special-status wildlife and avoid violation of the CFGC and MBTA.

Mitigation Measure

BIO-1 Nesting Bird Avoidance and Minimization Efforts

- Project construction shall be conducted outside of the nesting season to the extent feasible (September 1 to January 31). If vegetation removal or initial ground-disturbing activities are conducted during the nesting season, a qualified biologist shall conduct a pre-construction nesting bird survey no more than 14 days prior to vegetation removal or initial ground disturbance. Nesting habitat may include shrubs, trees, snags and open ground. The survey shall include all potential nesting habitat in the site and within 100 feet for passerine species, or 500 feet for raptors of the proposed project grading boundaries to identify the location and status of any nests that could potentially be affected by project activities. The project applicant shall submit a report of the preconstruction nesting bird surveys to the City to document compliance within 30 days of its completion.

- If active nests are found within project impact areas or close enough to these areas to affect breeding success, the biologist shall establish a work exclusion zone around each nest that shall be followed by the contractor. Established exclusion zones shall remain in place until all young in the nest have fledged or the nest otherwise becomes inactive (e.g., due to predation). Appropriate exclusion zone sizes vary dependent upon bird species, nest location, existing visual buffers, ambient sound levels, and other factors; an exclusion zone radius should be no smaller than 50 feet (for common, disturbance-adapted species) or as large as 500 feet or more for raptors. Exclusion zone size may also be reduced from established levels if supported with nest monitoring by a qualified biologist indicating that work activities outside the reduced radius would not adversely impact the nest. The project applicant shall submit a report of any such exclusion zones to the City within 30 days of their determination by the qualified biologist.

Implementation of Mitigation Measure BIO-1 would ensure protection of nesting birds that may be on-site during construction activities. These measures would reduce the impact to special-status species to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- 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, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

The review of the resource agency databases for sensitive natural communities within the nine USGS quadrangles containing and surrounding the project site identified six sensitive natural communities: coastal brackish marsh, coastal terrace pine, northern coastal salt marsh, northern maritime chaparral, serpentine bunchgrass and valley needlegrass grassland (CDFW 2021b). None of these sensitive natural communities are present within or adjacent to the site, nor are any other sensitive natural communities. No adverse effect on sensitive natural communities would occur as a result of project activities.

NO IMPACT

- 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?*

Based on a review of information on biological resources within the project region, a qualified biologist determined that no vegetated wetlands or potentially jurisdictional features occur within or adjacent to the project area (USFWS 2021c). Project activities would be contained within the site boundary and no project components are proposed for San Pablo Creek. Therefore, no impacts to jurisdictional wetlands or waters would occur.

NO IMPACT

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- 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 native wildlife nursery sites?*

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network. The California Essential Habitat Connectivity Project commissioned by the California Department of Transportation (Caltrans) and CDFW; identifies “Natural Landscape Blocks” which support native biodiversity and the “Essential Connectivity Areas” which link them (Spencer et al. 2010).

An Essential Connectivity Area occurs approximately 1.5 miles to the southeast of the project site and extends south from Wildcat Canyon Regional Park through the Berkeley hills to the Santa Clara County line. A Natural Landscape Block occurs approximately 1.6 mile to the southeast in the Wildcat Canyon Regional Park and extending east to surround the San Pablo Reservoir (CDFW 2021b). Despite these proximal areas that provide migration corridors and high-quality habitat, the site itself does not provide a significant migratory or dispersal corridor for land-based species due to its developed nature and frequent disturbance from vehicles passing through along San Pablo Dam Road. Due to the relatively small size of the project footprint, and its location within a previously developed area with regular vehicular traffic, the project is not expected to substantially alter existing wildlife movement or interfere with established resident or migratory wildlife corridors. Therefore, no impact to wildlife movement would occur.

NO IMPACT

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

According to project plans and the arborist report, existing vegetation along the northern frontage to San Pablo Dam Road would be removed, including four evergreen pear (*Pyrus kawakamii*) street trees (Appendix ARB). These four trees would qualify as protected trees under SPMC 17.48.120, as they are all over 6 inches in diameter at 36 inches above grade. Pursuant to SPMC 17.48.060, a review of tree removal plans by the Planning Commission would be required as part of design review. Pending approval, the removed trees would be replaced with trees of a specific size, as specified in SPMC Table 17.48-B, Tree Replacement Schedule. Therefore, the proposed project would not conflict with local policies or ordinances protecting biological resources, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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?*

There are no Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that govern activities on the project site. Therefore, the proposed project would not conflict with a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved plan. No impact would occur.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based partially on information provided a confidential cultural resources technical memorandum (P. Gonzalez and M. Gonzalez 2021). CEQA requires a lead agency determine whether a project may have a significant effect on historical resources (PRC Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Rincon requested a records search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) at Sonoma State University. The records search was performed by NWIC staff on August 3, 2021. The records search was conducted to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies, within the project site and a half-mile radius. The CHRIS search included a review of the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Built Environment Resources Directory, and the Archaeological Determinations of Eligibility list and is included as Appendix CR.

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The NWIC records search identified 52 previously conducted cultural resources studies within a half mile radius of the project site. Of the previously cultural resources studies, 23 covered some or all of the project site; the most recent of which is S-052393.

Study S-052393, conducted in 2017 (Giacinto and Hale 2017), consists of a cultural resources inventory and monitoring plan for the area surrounding and including a portion of the project site. The study was completed to satisfy both CEQA and Section 106 of NHPA, and concluded that the facility buildings outside of the project site as ineligible for inclusion in the NRHP, and stated they do not appear to be historical resources for purposes of CEQA. Furthermore, this study did not identify any archaeological resources within or adjacent to the project site and mentioned it has low sensitivity.

The NWIC records search identified 12 previously recorded cultural resources within a half mile radius of the project site, including one prehistoric site consisting of habitation debris and burials, and 11 historic built resources, none of which are located within or immediately adjacent to the project site.

Additionally, Rincon completed a review of historical topographic maps and aerial imagery (NETR Online 2021) to ascertain the development history of the project site. Historic-period maps and aerial imagery available from 1946 to 1948 show two structures are present within the project site and undeveloped lands in the immediate surrounding area. By 1958 and 1959, the historic-period maps and aerial imagery reveal that the two structures are no longer present, and the project site was vacant. In addition, the Interstate 80 freeway is now present during this time. Between 1968 and 1980, the historic-period maps and aerials reveal one large structure present within the project site, and that the general surrounding areas are almost fully developed. Sometime between 1987 and 1993, the project site and the immediate surrounding area are developed by commercial and residential buildings and appear nearly as they do today. Maps and aerials from 2002 and 2018 reveal the project site and the immediate surrounding area are fully developed and appear as they do today.

Rincon Consultants requested a search of the Native American Heritage Commission's (NAHC) Sacred Lands File (SLF) and received positive results on July 29, 2021. Further information regarding formal tribal consultation is discussed in the Section 18, *Tribal Cultural Resources*.

Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

There are no known historical resources on the project site, and the project would not affect known historical resources. Therefore, there would be no impact to historical resources.

NO IMPACT

- b. *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

No archaeological resources were identified within or immediately adjacent to the project site by the NWIC records search and the site has been previously developed; however, the SLF search returned positive results, which increases the general sensitivity of the area for archaeological resources. Therefore, the project has the potential to affect archaeological resources, and Mitigation Measure CUL-1 would be required.

CUL-1 Unanticipated Discovery of Archaeological Resources

A Cultural Resources Treatment Plan identifying an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) who will serve as on-call archaeologist shall be prepared and submitted to the City prior to the issuance of any grading permit. If archaeological resources are encountered during ground-disturbing activities, work within 100 feet of the area shall be halted and the designated archaeologist shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a detailed treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be eligible for the CRHR and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources. Treatment of the resource(s) shall be determined on a case-by-case basis based on the nature of the find and in consultation between the tribes, qualified archaeologist, and lead agency.

Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources to less than significant.

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

No human remains are known to exist on the project site; however, the records search did identify prehistoric burials (P-07-000098) within a 0.5-mile radius. While the project site is unlikely to contain human remains, the potential for the recovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance may occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the County Coroner would notify the Native American Heritage Commission, which would determine and notify a most likely descendant (MLD). The MLD would complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. With adherence to these existing regulations, impacts to human remains would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a 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 type="checkbox"/>	<input checked="" type="checkbox"/>

In 2018, Senate Bill 100 accelerated the state’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045. Electricity would be provided to the project by either Pacific Gas and Electric Company (PG&E) or Marin Clean Energy (MCE). Table 8 summarizes the electricity and natural gas consumption for Contra Costa County in which the project site would be located, and for PG&E and MCE, as compared to statewide consumption.

Table 8 2019 Electricity and Natural Gas Consumption

Energy Type	Contra Costa	PG&E	MCE	California	Proportion of PG&E Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	9,639	78,072	6,203 ²	279,402	12%	3%
Natural Gas (millions of therms)	1,205	4,942	-	13,158	24%	9%

GWh = gigawatt-hours

¹ For reference, the population of Contra Costa County (1,153,854 persons) is approximately 2.9 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).

² MCE consumption rates are based on 2021 reported energy use

Source: CEC 2021c, US EIA 2021; MCE 2021

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021d). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 15.4 billion gallons sold in 2019 (CEC 2020). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used

fuel in California with 1.8 billion gallons sold in 2019 (CEC 2020). Table 9 summarizes the petroleum fuel consumption for Contra Costa County, in which the project site is located, as compared to statewide consumption.

Table 9 2019 Annual Gasoline and Diesel Consumption

Fuel Type	Contra Costa (millions of gallons)	California (millions of gallons)	Proportion of Statewide Consumption ¹
Gasoline	427	15,365	2.8%
Diesel	27	1,756	1.5%

¹ For reference, the population of Contra Costa County (1,153,854 persons) is approximately 2.9 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).

Source: CEC 2020

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project’s energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

Impact Analysis

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

The proposed project would use nonrenewable and renewable resources for project construction and operation. The anticipated use of these resources is detailed in the following subsections. Applicant-provided information, the CalEEMod outputs for the air pollutant and GHG emissions modeling (Appendix AQ), and the trip generation estimates in the Transportation Analysis completed for the project (Appendix TRA) were used to estimate energy consumption associated with the proposed project.

Construction Energy Demand

The project would require demolition, site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the site, and vehicles used to deliver materials to the site. As shown in Table 10, project construction would require approximately 5,460 gallons of gasoline and approximately 53,021 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction would operate every day of construction.

Table 10 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	0	53,020
Construction Worker Vehicle Trips	5,460	0

See Appendix AQ for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449(d)(3) and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2019 CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operational Energy Demand

Project operation would contribute to regional energy demand by consuming electricity, gasoline and diesel fuels. Electricity would be used for heating and cooling systems, lighting, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 11 summarizes estimated operational energy consumption for the proposed project. As shown therein, project operation would require approximately 23,789 gallons of gasoline and 3,693 gallons of diesel for transportation fuels, as well as 0.35 GWh of electricity. Gasoline and diesel use for transportation of customers and property for storage would represent the greatest operational use of energy associated with the proposed project.

Table 11 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹	
Transportation Fuels		
Gasoline	23,789 gallons	2,612 MMBtu
Diesel	3,693 gallons	471 MMBtu
Electricity	0.35 GWh	1,195 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours; kBtu = thousand British thermal units
¹ Energy consumption is converted to MMBtu for each source
 See Appendix AQ for energy calculation sheets and CalEEMod output results for electricity usage.

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The project would be required to comply with all standards set in the current California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California’s CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects which would be implemented into the project by utilizing energy-efficient lighting and appliances, drought-resistant landscaping, and irrigation controllers. Furthermore, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. In addition, pursuant to CALGreen standards, all plumbing fixtures used for the proposed project would be high-efficiency fixtures, which would minimize the potential the inefficient or wasteful consumption of energy related to water and wastewater.

Building design and project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City of San Pablo adopted a Climate Action Plan (CAP) in 2013. As detailed in Section 8, *Greenhouse Gas Emissions*, the San Pablo CAP contains goals and policies related to energy conservation, including compliance with Title 24 energy regulations and encouraging project design that increases energy efficiency. As detailed in Table 14 in Section 8, *Greenhouse Gas Emissions*, the proposed project would not conflict with the energy-related policies of the City’s CAP.

The City of San Pablo General Plan also features several goals and policies regarding energy efficiency or renewable energy aside from those contained in the CAP. These include the following which apply to the proposed project:

- C-I-33: Amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits...Strategies will include, but are not limited to: [Promote] the use of time, motion-sensing, and/or solar powered parking lot lights or security lights wherever feasible; [and] establish specific standards for perimeter landscaping; [and] promote the use of porous paving and a variety of drainage features according to the site
- PSCU-G-6: Support the efficient use and conservation of water
- PSCU-I-24: Establish water saving and conservation standards for new development. Standards may include, but are not limited to: [Require] new commercial, retail, and industrial developments to install low-flush toilets and auto-shut off faucets in public bathrooms
- PSCU-I-34: Update zoning standards to minimize storm water runoff rates and volumes, control water pollution, and maximize recharge of local groundwater aquifers. New development will be required to include features that reduce impermeable surface area and increase infiltration

The project would comply with the standards of perimeter landscaping and would incorporate a variety of drainage features, would support efficient use of water with drought-resistant landscaping and irrigation controllers, would comply with all low-flow standards in public restrooms, and would incorporate drainage features that increase infiltration, and thus would not conflict with any energy-related policies of the City General Plan.

The proposed project would also be required to comply with the nonresidential mandatory measures in the 2019 CALGreen standards and the energy standards in the California Building Energy Efficiency Standards, which would reduce energy consumption compared to standard building practices. Measures included in the proposed project to meet these energy standards include low-flow plumbing fixtures, water-efficient irrigation systems, energy-efficient lighting, and a 10 percent exceedance of the Title 24 efficiency standards. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. Therefore, no impacts would occur.

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would the project:

a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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"/>

Geological hazards analysis in this section is based on a geotechnical investigation and geological hazards study prepared for the proposed project by Terracon in October 2021 and included as Appendix GEO.

Geological Setting

Active faults are defined by the State of California to be faults that have surface displacement within the Holocene time (approximately the last 10,000 years). Potentially active faults are defined by the State of California to be a fault that has shown evidence of surface displacement during the Quaternary (last 1.6 million years). Any fault that is sufficiently active describes a fault that has some evidence of Holocene displacement on one or more of its segments or branches. Associated issues with earthquakes include liquefaction, which is the rapid transformation of sediment to a fluid-like state. It occurs when water-saturated, loose to medium dense, relatively clay-free sands and silts are subjected to earthquake ground motion. The project site has not been reviewed for liquefaction hazards by the California Geologic Survey (CGS). However, the site is located in an area designed by the Association of Bay Area Governments (ABAG) as having moderate susceptibility to liquefaction (Appendix GEO). Terracon conducted a liquefaction hazard evaluation screening analysis to evaluate the site's soils for liquefaction potential. The analysis concluded that the fine-grained soils at the site have a low potential for cyclic softening/liquefaction (Appendix GEO).

The Bay Area contains both active and potentially active faults. The principal active faults in the region are the Hayward-Rodgers Creek fault approximately 0.25 mile west of the site; the West Napa Fault, 12.25 miles to the west; and the Calaveras Fault, 20 miles to the southeast (CDC 2019).

Expansive soils are soils that swell in density and volume as they absorb water and contract as they lose water. Associated problems include cracking and deterioration of roadway surface, as they expand and contract during seasonal wet and dry cycles. The project site is primarily topographically flat and adjacent to hilly terrain on the south property edge, and soils in the region are classified as Conejo Clay Loam and Los Osos Clay Loam (NRCS 2021). Conejo Clay Loam is identified as a moderately expansive soil and Los Osos Clay Loam is identified as a moderately to highly expansive soil (USDA 1980).

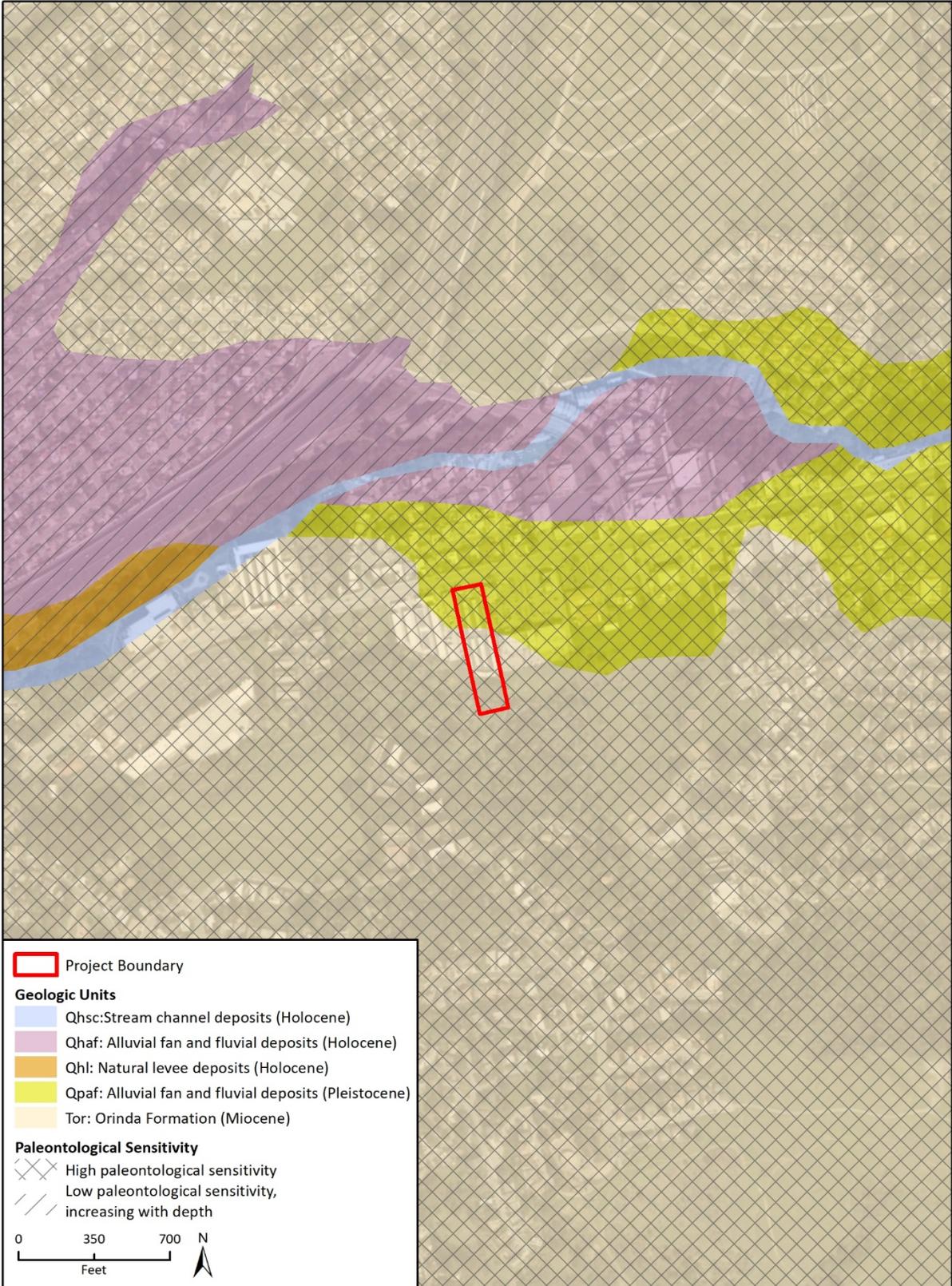
Paleontological Setting

The project site is situated within the Coast Ranges geomorphic province of California, which extends approximately 600 miles from the Oregon border south to the Santa Ynez River in Santa Barbara County (California Geological Survey 2002). The project site is located on the south side of San Pablo Canyon abutting the north end of the San Pablo Ridge.

As shown in Figure 4, the project site is underlain by two units: Pleistocene alluvial fan and fluvial deposits (Qpaf) and the late Miocene-aged Orinda Formation (Tor). Qpaf underlies most of the project site and consists of brown, dense, gravelly, and clayey sand or clayey gravel that grades upward into sandy clay (Graymer 2000). These sediments have variable sorting and may exceed 160 feet in thickness. These sediments are known to produce terrestrial vertebrate and freshwater invertebrate fossils (Graymer 2000).

As shown in Figure 4, the late Miocene Orinda Formation underlies the southwestern corner of the project site. This unit contains various lithologies. The Orinda Formation may have well or undefined bedding and contains a mixture of conglomerate with pebble- to boulder-sized clasts, conglomeratic sandstone, coarse- to medium-grained sandstone, and red or green siltstone and mudstone. The conglomeratic clasts may be subangular to well-rounded.

Figure 4 Geologic Units and Paleontological Sensitivity



Imagery provided by Microsoft Bing and its licensors © 2021. Geologic data from "Geologic map and map database of the Oakland metropolitan area, Alameda, Contra Costa, and San Francisco Counties, California," Graymer, 2000.

CRFig X Geologic Units & Paleo Sens

Regulatory Setting

Federal and State

ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING ACT

Following the 1989 Loma Prieta earthquake, the Seismic Hazards Mapping Act (SHMA) was passed by the California legislature in 1990. The SHMA (PRC Chapter 7.8, Section 2690-2699.6) directs the Department of Conservation, CGS to identify and map areas prone to liquefaction, earthquake-induced landslides and amplified ground shaking. It also requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the identified hazard is present and the inclusion of appropriate mitigation to reduce earthquake-related hazards.

SEISMIC HAZARDS MAPPING ACT

The Seismic Hazards Mapping Act of 1990 was enacted, in part, to address seismic hazards not included in the Alquist-Priolo Act, including strong ground shaking, landslides, and liquefaction. Under the Alquist-Priolo Act, the State Geologist is responsible for identifying and mapping seismic hazards. CGS Special Publication 117, adopted in 1997 by the State Mining and Geology Board, constitutes guidelines for evaluating seismic hazards other than surface faulting and for recommending mitigation measures as required by PRC Section 2695(a). In accordance with the mapping criteria, the CGS seismic hazard zone maps identify areas with the potential for a ground shaking event that corresponds to 10 percent probability of exceedance in 50 years.

The purpose of the Seismic Hazards Mapping Act is to reduce the threat to public health and safety and to minimize the loss of life and property by identifying and mitigating seismic hazards. Cities, counties, and state agencies are directed to use seismic hazard zone maps developed by CGS in their land-use planning and permitting processes. The Seismic Hazards Mapping Act requires site-specific geotechnical investigations prior to permitting most urban development projects in seismic hazard zones.

CALIFORNIA BUILDING STANDARDS CODE

The California Building Standards Code (CBC) has been codified in the California Code of Regulations (CCR) as Title 24, Part 2. Title 24 is administered by the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. The purpose of the CBC is to establish minimum standards to safeguard the public health, safety and general welfare through structural strength, means of egress facilities, and general stability by regulating and controlling the design, construction, quality of materials, use and occupancy, location, and maintenance of all building and structures within its jurisdiction. In addition, the CBC contains necessary California amendments which are based on the American Society of Civil Engineers (ASCE) Minimum Design Standards 7-05. ASCE 7-05 provides requirements for general structural design and includes means for determining earthquake loads as well as other loads (flood, snow, wind, etc.) for inclusion into building codes. The provisions of the CBC apply to the construction, alteration, movement, replacement, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures throughout California.

The earthquake design requirements take into account the occupancy category of the structure, site class, soil classifications, and various seismic coefficients which are used to determine a Seismic Design Category (SDC) for a project. The SDC is a classification system that combines the occupancy

categories with the level of expected ground motions at the site and ranges from SDC A (very small seismic vulnerability) to SDC E/F (very high seismic vulnerability and near a major fault). Design specifications are then determined according to the SDC.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

Construction projects which disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). In order to obtain coverage under the Construction General Permit, a project-specific Stormwater Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP outlines BMPs to reduce stormwater and non-stormwater pollutant discharges, including erosion control, minimizing contact between construction materials and precipitation, and strategies to prevent equipment leakage or spills.

Local

SAN PABLO GENERAL PLAN 2030

SN-G-1: Minimize risks of property damage and personal injury posed by geologic and seismic hazards.

- SN-1-2: Pursuant to the requirements of the Alquist-Priolo Earthquake Fault Zone Act, continue to review individual projects to prohibit the development of critical or habitable structures within the Fault Zone.
- SN-1-3: Continue to maintain and enforce appropriate standards in the Uniform Building Code to ensure new development is designed to meet current safety standards associated with seismic activity.
- SN-1-6: Require erosion prevention of hillside areas by re-vegetation or other acceptable methods.

SAN PABLO MUNICIPAL CODE

SPMC Section 15.04.010 adopts the current CBC by reference to ensure that structures are safe, sanitary, and fit for occupation and use.

The City of San Pablo has a set of building development restrictions based upon the type of geological soils and slope of a proposed project site, via enforcement of current safety standards in the Uniform Building Code (San Pablo 2011). Within the General Plan, Conejo Clay Loam soils are given a Building Site Development Restriction of Moderate, while Los Osos Clay Loam is given a Building Site Development Restriction of Severe.

The primary guiding policy of the City with regards to geologic hazards is Policy SN-G-1: "Minimize risks of property damage and personal injury posed by geologic and seismic hazards."

SPMC Section 17.38.030 sets forth provisions for development within the Hillside Overlay Zone as follows:

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- A. Modifications to Underlying Districts.
 - 1. All structures that are more than one story in height shall require zoning administrator review in order to protect public safety in this generally unstable geologic area.
 - 2. The use and development standards of the underlying districts shall apply.
- B. Findings. The following findings shall be made prior to granting approval or any other discretionary approval.
 - 1. A geotechnical report will be prepared to identify any particular geotechnical requirements or construction practices to protect the general public.
 - 2. The project is consistent with general plan and zoning standards.
 - 3. Design shall minimize grading, protect native trees, prevent significant alteration of natural hillside, and ensure revegetation.
 - 4. Fire protection shall be required and integrated in terms of water supply, fire access, and spacing around structures and landscape.

Impact Analysis

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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?

The project site is not located within an Alquist-Priolo Earthquake Fault Zone. The closest parcel identified within an Earthquake Fault Zone is 0.21 mile east of the project site (DOC 2021). The project site is approximately 1.4 miles west of the Hayward Fault which is the closest fault to the project site. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, and there would be no impact.

NO IMPACT

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The San Pablo region has historically experienced strong ground shaking from large-scale earthquakes and will continue to do so in the future (San Pablo 2011). The project site would be subject to potentially strong seismic ground shaking associated with seismic activities due to its location in the San Francisco Bay Area, a relatively high seismicity region (Appendix GEO). However, the structures would be constructed to meet current seismic standards in the 2019 CBC intended to ensure that buildings could withstand the adverse effects of strong ground shaking. The City of San Pablo has adopted the CBC by reference pursuant to SPMC Section 15.04.010. Chapter 38 of the CBC contains specific requirements for structural design, including seismic loads. The CBC requires that structures be designed and constructed to resist seismic hazards, including through foundation design and the completion of soil investigations prior to construction. The City of San Pablo would ensure that the project would be designed and constructed consistent with the current CBC, thereby ensuring that appropriate investigations and design measures would be employed to effectively minimize or avoid potential hazards associated with redevelopment and/or new building construction. Additionally, implementation of Mitigation Measure GEO-1 would reduce impacts of strong seismic ground shaking through foundation requirements and required oversight by a

geotechnical engineer. Proper engineering, including compliance with the CBC, would minimize the risk to life and property associated with potential seismic activity in the area. Impacts related to seismic shaking would therefore be less than significant with Mitigation Measure GEO-1.

Mitigation Measure

GEO-1 Floor Slabs

The upper 18 inches of subgrade below soil supported floor slabs shall consist of Low Volume Change (LVC) structural fill. The LVC structural fill shall meet the specifications outlined in the project-specific geotechnical report. Due to the potential for significant moisture fluctuations of subgrade material beneath slabs supported at-grade, the geotechnical engineer shall evaluate the material within 12 inches of the bottom of the LVC fill immediately prior to placement of additional fill or slabs. Soils below the specified water content within this area shall be moisture conditioned or replaced with structural fill as specified in the project-specific geotechnical report. As an alternative, the building shall be supported by a Mat Slab Foundation system underlain by a minimum of 24 inches of LVC material.

The use of a vapor retarder shall be considered beneath concrete slabs on grade covered with wood, tile, carpet, or other moisture sensitive or impervious coverings, or when the slab will support equipment sensitive to moisture. When conditions warrant the use of a vapor retarder, the slab designer shall refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder.

Saw-cut control joints shall be placed in the slab to help control the location and extent of cracking. For additional recommendations refer to the ACI Design Manual. Joints or cracks shall be sealed with a waterproof, non-extruding compressible compound specifically recommended for heavy duty concrete pavement and wet environments. Where floor slabs are tied to perimeter walls or turn-down slabs to meet structural or other construction objectives, differential movement between the walls and slabs will likely be observed in adjacent slab expansion joints or floor slab cracks beyond the length of the structural dowels. The structural engineer shall account for potential differential settlement through use of sufficient control joints, appropriate reinforcing or other means.

Prior to building construction, the City Engineer shall inspect the foundation and floor slabs to ensure that the foundation was built as specified.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

As discussed in the Setting section, the site's soils were analyzed for liquefaction potential. The soils on the project site were found to have low liquefaction potential (Appendix GEO). Therefore, impacts involving seismic-related ground failure such as liquefaction would be less than significant.

LESS THAN SIGNIFICANT IMPACT

3516 San Pablo Dam Road Self-Storage Project

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

A landslide is a movement of surface material down a slope. The project site is generally flat and is not located within an area mapped as susceptible to landslides within the United States Geological Survey (USGS) Landslide Inventory (USGS 2020). Historic landslides have occurred in the hills lining the Hayward-Rodgers Creek fault approximately 0.25 mile southwest of the project site during heavy rains on slopes that drain towards Wildcat Creek; the project site is not located near these slopes and does not drain to Wildcat Creek. These landslides are rare and the most recent mapped by USGS was in 2011 (USGS 2020). Therefore, the project would have a low potential for slope instability to occur at the site and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or 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?

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?

The proposed project would disturb over one acre of land and as such, the applicant would be required to obtain coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ or 2009-0009-DWQ General Permit) to comply with CWA NPDES requirements. Compliance with these requirements would include preparation of a SWPPP, which would specify BMPs to prevent substantial erosion or sediment flow from the site. In accordance with SPMC Chapter 8.40 and the Contra Costa Clean Water Program, the project applicant would also be required to prepare and implement an Erosion Control Plan to prevent illicit discharge (Contra Costa Clean Water Program 2021). Appropriate erosion control and permanent site surface drainage elements pursuant to the current CBC would also be implemented. With implementation of the required plans, permits, and BMPs, substantial erosion or the loss of topsoil would not occur at the project site.

Because of the expansive soils found on the project site, water retained next to the building could result in soil expansion and contraction that could lead to erosion on-site. Greater movements can result in unacceptable differential floor slab and/or foundation movements, cracked slabs and walls, and roof leaks. Implementation of Mitigation Measure GEO-2 would further reduce the soil erosion related impacts from water movement on-site.

Approximately 3 to 3.5 feet of undocumented fill was encountered during site investigation. No compaction records for the fill were located or made available for review. Undocumented fill can result in differential settlement and damage to proposed structures relying on underlying fill for structural support (Appendix GEO).

Clay soils with varying amounts of sand were observed below the surface fill of the soil borings. The clay could become exposed where cuts and/or over-excavation of the surface fill are required. These soils may become unstable when disturbed during typical earthwork and construction traffic activities, especially after precipitation events. During periods of dry weather, these soils may be stable upon initial exposure, but could become relatively soft and unstable under construction traffic. Additionally, over-excavation or stabilization of the subgrade and/or base of over-

excavations may be needed to achieve a suitable working surface (Appendix GEO). Due to the presence of clay in the subsurface soil, mitigation measures would be required to reduce the risks associated with expansive soil such as unstable or damaged foundations from the clay's tendency to shrink and swell during seasonal or manmade conditions and limiting the amount of water infiltrating the soil around the project site which could lead to repeated shrinkage and swelling.

Utility trenches which would be installed to provide utility services to the project site are a common source of water infiltration and migration. Utility trenches could also lead to potential impacts related to fines migration.² Fines migration into clean granular fill may result in unanticipated localized settlements over a period of time and could exacerbate soil instability that currently exists due to the undocumented fill and clay soils on site.

To address the unstable soil conditions that exist on the project site due to undocumented fill and clay soils, Mitigation Measures GEO-1 through GEO-13 would be needed.

Mitigation Measures

GEO-2 Grading and Drainage

All grading shall provide effective drainage away from the building during and after construction and shall be maintained throughout the life of the structure. The roof shall have gutters/drains with downspouts that discharge onto splash blocks at a distance of at least 10 feet from the building. Exposed ground shall be sloped and maintained at a minimum 5 percent away from the building for at least 10 feet beyond the perimeter of the foundation. If a minimum 5 percent slope cannot be achieved due to site grades, a minimum 2½ percent slope shall be used provided pavement or hardscape surrounds and extends to the building or a subdrain could be installed around the perimeter of the foundations that carries water away from the building. Locally, flatter grades may be necessary to transition American Disabilities Act (ADA) access requirements for flatwork. After building construction and landscaping, final grades shall be verified to document effective drainage has been achieved. Grades around the structure shall also be periodically inspected and adjusted as necessary as part of the structure's maintenance program. Where paving or flatwork abuts the structure a maintenance program shall be established to effectively seal and maintain joints and prevent surface water infiltration. Planters and bio-swales located within 10 feet of the structure shall be self-contained or lined with an impermeable membrane to prevent water from accessing building subgrade soils. Sprinkler mains and spray heads shall be located a minimum of 5 feet away from the building lines. Trees or other vegetation whose root systems have the ability to remove excessive moisture from the subgrade and foundation soils shall not be planted next to the building. Trees and shrubbery shall be kept away from the exterior of the structure a distance at least equal to their expected mature height. Drains shall be provided at the top of all slopes where the contributing drainage area to the slope has a flow path longer than 30 feet measured horizontally. Runoff water shall not be allowed to run over the slopes. Surface drainage shall be collected and discharged to an existing drainage system or to a positive gravity outlet with a dissipater. In addition to designing and constructing drainage for this project, the effects of site drainage shall be taken into consideration for the undeveloped portions of this property, and surrounding sites. Extra care shall be taken to ensure irrigation and drainage from adjacent areas do not drain onto the project site or saturate the construction area. After construction is complete, the City Engineer shall inspect the project to ensure that drainage performs as designed around the site.

² Fines migration refers to the movement of fine clay, quartz particles, or similar materials due to drag forces through rock pores oftentimes causing reduced water infiltration and migration capabilities (Schlumberger 2021).

GEO-3 Undocumented Fill

During the grading phase, the undocumented fill shall be over-excavated to firm native soil, cleaned of organic material and debris, moisture conditioned, and compacted during rough grading. At a minimum, excavations shall be performed in accordance with OSHA 29 CFR, Part 1926, Subpart P, "Excavations" and its appendices, and in accordance with any applicable local, and/or state regulations. Stockpiles of soil, construction materials, and construction equipment shall not be placed near trenches or excavations. A geological specialist shall be present during grading to identify areas of undocumented fill that will require over-excavation and to verify all fill is over-excavated and processed. At the end of the grading phase, the City Engineer shall inspect the site to ensure that all undocumented fill has been removed before construction continues.

GEO-4 Subgrade Preparation

In order to help mitigate the effects of over-excavation on the subsurface clay soils, during construction, contractors must be prepared to handle potentially unstable and/or soft conditions. After any cuts and any over-excavation operations are complete, the resulting subgrade shall be proof rolled under the direction of a geotechnical engineer. Areas excessively deflecting under the proof-roll shall be delineated and subsequently addressed by the geotechnical engineer. These identified deflecting areas shall be either removed or modified using soil stabilization techniques. Excessively wet or dry material shall be removed or moisture conditioned and recompacted. Exposed surfaces shall be free of mounds and depressions which could prevent uniform compaction. Subgrade preparation shall extend at least 5 feet laterally beyond the building footprint and at least 3 feet laterally beyond pavement and exterior concrete flatwork. Once proof rolling has been performed, and prior to placing any fill, the subgrade soil shall be scarified, moisture conditioned, and compacted. If construction occurs during the winter or spring, scarification and compaction may only be 12 inches. If construction occurs during the summer or winter, the depth of scarification and moisture condition may be as much as 18 inches. A geotechnical engineer shall evaluate the exposed subgrade to determine the depth of scarification and moisture conditioning required. The moisture content and compaction of subgrade soils shall be maintained until foundation, slab, and pavement construction.

After proper treatment of the subgrade, the subgrade moisture content prior to construction of foundations, floor slabs, and pavements shall be monitored and construction traffic over the completed subgrades shall be avoided to the extent practical. The site shall also be graded to prevent ponding of surface water on the prepared subgrades or in excavations. Water collecting over or adjacent to construction areas shall be removed. If the subgrade freezes, desiccates, saturates, or is disturbed, the affected material shall be removed, or the materials shall be scarified, moisture conditioned, and recompacted prior to slab or pavement construction.

Final conditioning of the finished subgrade shall be performed immediately prior to placement of the floor slab support course. The geotechnical engineer and the City Engineer shall approve the condition of the floor slab subgrades immediately prior to placement of the floor slab support course, reinforcing steel, and concrete. Attention shall be paid to high traffic areas that were rutted and disturbed earlier, and to areas where backfilled trenches are located.

GEO-5 Soil Stabilization

In the event that areas excessively deflecting under proof-rolling or construction traffic are found, one or more of the following subgrade improvement methods shall be implemented after consultation with the geotechnical engineer and City Engineer:

- **Scarification and Compaction.** It may be feasible to scarify, dry, and compact the exposed soils. The success of this procedure would depend primarily upon favorable weather and sufficient time to dry the soils. Stable subgrades likely would not be achievable if the thickness of the unstable soil is greater than about 1 foot or if construction is performed during a period of wet or cool weather when drying is difficult.
- **Aggregate Base.** The use of Caltrans Class II aggregate base is the most common procedure to improve subgrade stability. Typical undercut depths would be expected to range from approximately 12 to 18 inches below finished subgrade elevation with this procedure. The use of high modulus geotextiles or geogrid could also be considered. Equipment shall not be operated above the geotextiles or geogrid until one full lift of aggregate base is placed above it. The maximum particle size of granular material placed over geogrid shall meet the manufacturer's specifications.
- **Chemical Treatment.** Chemical treatment involves treating the unstable or pavement subgrade soils with a certain percentage of high calcium quicklime or cement. Usually, 3.5 to 5.5 percent based on the dry unit weight of the soil, for a depth of 12 inches. The actual amount of lime or cement to be used shall be determined the geotechnical engineer and by laboratory testing at least three weeks prior to the start of grading operations. Chemical treatment is performed after rough grading is completed.

GEO-6 Fill Material

Earthen materials used for structural and general fill shall meet the material property and compaction requirements specified in the project-specific geotechnical report. For all import material, the contractor shall submit current verified reports from a recognized analytical laboratory indicating that the import has a "not applicable" (Class S0) potential for sulfate attack based upon current American Concrete Institute (ACI) criteria and is "mildly corrosive" to ferrous metal and copper. The reports shall be accompanied by a written statement from the contractor that the laboratory test results are representative of all import material that will be brought to the project. The report shall be delivered to and reviewed by the geotechnical engineer and approved by the City Engineer.

GEO-7 Utility Trench Backfill and Trenching

All trench excavations shall be made with sufficient working space to permit construction including backfill placement and compaction. If utility trenches are backfilled with relatively clean granular material, they shall be capped with at least 18 inches of cementitious flowable fill or cohesive fill in non-pavement areas and areas outside of the building footprint to reduce the infiltration and conveyance of surface water through the trench backfill. Attempts shall also be made to limit the amount of fine migration into the clean granular material. A geotextile fabric that is designed to prevent fines migration in areas of contact between clean granular material and fine-grained soils shall be used. Clean granular fill shall be tracked or tamped in place where possible in order to limit the amount of future densification which may cause localized settlements over time. Utility trenches penetrating beneath the building shall be effectively sealed to restrict water intrusion and flow through the trenches, which could migrate below the building. The trench shall provide an effective trench plug that extends at least 5 feet from the face of the building exterior. The plug material shall consist of cementitious flowable fill or low permeability clay. The trench plug material shall be placed to surround the utility line. If used, the clay trench plug material shall be placed and compacted to comply with the water content and compaction recommendations for structural fill detailed in the project-specific geotechnical report. If chemical (lime) treatment of subgrade soils is

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performed and occurs before utility construction, Controlled Low Strength Material (CLSM) or sand/cement slurry shall be used as backfill material to cap utility trenches in pavement, hardscape, and building areas where trenches have cut through the treated subgrade. The thickness of the CLSM or slurry shall be at least the thickness or depth of chemically treated subgrade. Such areas trenched through chemically treated soil shall not be backfilled with aggregate base, native soil, or chemically treated soil.

Post construction trenching through geogrid reinforced pavement areas shall be accomplished with conventional trenching equipment. Repairs to the trenched section shall be accomplished using a full structural replacement of the displaced materials or with a repaired section that is identical to the original section. If the trench section is repaired to match the original, the trench backfill shall be compacted to the same or higher density and the geogrid must be over-lapped a minimum 3-inches at the proper geogrid elevation.

At the end of construction, the City Engineer shall verify that all utility-trench backfill was completed in compliance with this mitigation measure and project BMPs.

GEO-8 Foundation Preparation

In areas of foundation excavations, the bearing subgrade shall be evaluated under the direction of the geotechnical engineer. If unanticipated conditions are encountered, the geotechnical engineer shall prescribe mitigation options. The geotechnical engineer shall ensure that the site follows the design parameters applicable for shallow foundations as identified in the project-specific geotechnical report. The footing excavations shall be evaluated under the direction of the geotechnical engineer. The base of all foundation excavations shall be free of water and loose soil, prior to placing concrete. Concrete shall be placed soon after excavating to reduce bearing soil disturbance. Care shall be taken to prevent wetting or drying of the bearing materials during construction. Excessively wet or dry material or any loose/disturbed material in the bottom of the footing excavations shall be removed/reconditioned before foundation concrete is placed. To ensure foundations have adequate support, special care shall be taken when footings are located adjacent to trenches. The bottom of such footings shall be at least 1 foot below an imaginary plane with an inclination of 1.5 horizontal to 1.0 vertical extending upward from the nearest edge of adjacent trenches. If unsuitable bearing soils are encountered at the base of the planned footing excavations, the excavations shall be extended deeper to suitable soils, and the footings could bear directly on these soils at the lower level or on lean concrete backfill placed in the excavations. Over-excavation for structural fill placement below footings shall be backfilled up to the footing base elevation, with LVC structural fill placed as illustrated in the project-specific geotechnical report. The City Engineer shall confirm foundations were prepared in compliance with this mitigation measure.

GEO-9 Lateral Earth Pressure Design

Backfill placed against structures shall consist of LVC structural fill or low plasticity cohesive soils. For the LVC structural fill values to be valid, the fill backfill must extend out and up from the base of the wall at an angle of at least 45 and 60 degrees from vertical for the active and passive cases, respectively. Heavy equipment shall not operate within a distance closer than the exposed height of retaining or below grade walls to prevent lateral pressures more than those provided. Compaction of each lift adjacent to a wall shall be accomplished with hand-operated tampers for other lightweight compactors. Prior to project approval, the City Engineer shall review and approve construction and site plans.

GEO-10 Subsurface Drainage

A perforated rigid plastic drain line shall be installed behind the base of walls and extends below adjacent grade. The invert of a drain line around a below-grade building area or exterior retaining wall shall be placed near foundation bearing level. The drain line shall be sloped to provide positive gravity drainage to daylight or to a sump pit and pump. The drain line shall be surrounded by clean, free-draining granular material having less than 5 percent passing the No. 200 sieve, such as No. 57 aggregate. The free-draining aggregate shall be encapsulated in a filter fabric. The granular fill shall extend to within 2 feet of final grade, where it shall be capped with compacted cohesive fill to reduce infiltration of surface water into the drain system.

To control hydrostatic pressure behind the wall a drain shall be installed at the bottom of the wall with a collection pipe leading to a reliable discharge. The drainage shall consist of either a composite drain or a 12-inch-thick free draining gravel blanket. Free draining gravel shall consist of Caltrans Class II permeable material or $\frac{3}{4}$ inch clean gravel wrapped in Mirafi 140N filter fabric or equivalent. The drainage shall extend from the bottom of the wall to within 12 inches of the top of the wall. The drainage shall be capped with 12 inches of compacted cohesive soil. The collection pipe shall be designed by the civil engineer and shall be a minimum 4-inch diameter perforated Schedule 40 PVC or ABS drainpipe and shall slope to an existing drainage system or to a positive gravity outlet. Prior to project approval, the City Engineer shall review and approve construction and site plans.

GEO-11 Pavement Preparation

Differential movement shall be considered by the geotechnical engineer when planning the development of pavement areas. Site drainage shall be designed to compensate for differential settlement in pavement areas. Long term maintenance shall be planned for in pavement and drainage areas adjacent to building entrances. The moisture content and density of the top 12 inches of the subgrade be evaluated and the pavement subgrades be proof rolled within two days prior to commencement of actual paving operations. Areas not in compliance with the required ranges of moisture or density shall be moisture conditioned and recompacted. Particular attention shall be paid to high traffic areas that were rutted and disturbed earlier and to areas where backfilled trenches are located. Areas where unsuitable conditions are located shall be repaired by removing and replacing the materials with properly compacted fills. After proof rolling and repairing deep subgrade deficiencies, the entire subgrade shall be scarified and developed to provide a uniform subgrade for pavement construction. Areas that appear severely desiccated following site stripping may require further undercutting and moisture conditioning. If a significant precipitation event occurs after the evaluation or if the surface becomes disturbed, the subgrade shall be reviewed by qualified personnel immediately prior to paving. The subgrade shall be in its finished form at the time of the final review. Additional R-Value testing shall be performed following rough grading of the site on the subgrade soils that will ultimately support proposed pavements in order to determine if a more favorable R-Value result may be used in design reducing planning pavement sections.

As an alternative to conventional pavement sections, reinforcing the pavement sections with geogrid or chemical treatment of the subgrade soils may be performed to improve their physical support characteristics and reduce the pavement section. Geogrid shall be placed directly on the subgrade below the aggregate base layer. Adjacent rolls of geogrid shall be overlapped a minimum of 1 foot. Soft subgrade conditions may require up to 3 feet of overlap at the discretion of the geotechnical engineer. The development of wrinkles in the geogrid shall be avoided. A minimum loose fill thickness of 6 inches is required prior to operation of tracked vehicles over the geogrid.

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When underlying substrate is trafficable with minimal rutting, rubber-tired equipment may pass over the geogrid reinforcement at slow speeds (less than 10 mph).

Chemical treatment shall be used to treat the pavement subgrade soils with a certain percentage of lime and/or concrete. The actual amount of lime and/or cement to be used shall be determined by a geotechnical engineer and by laboratory testing at least three weeks prior to the start of grading operations. Chemical treatment shall be performed after rough grading of the pavement areas is completed.

An adequate number of longitudinal and transverse control joints shall be placed in the rigid pavement in accordance with ACI and/or AASHTO requirements. Expansion (isolation) joints must be full depth and shall only be used to isolate fixed objects abutting or within the paved area. All concrete for rigid pavements shall have a minimum flexural strength of 550 psi, a minimum compressive strength of 4,500 psi. and be placed with a maximum slump of four inches. Proper joint spacing shall also be required to prevent excessive slab curling and shrinkage cracking. All joints shall be sealed to prevent entry of foreign material and dowelled where necessary for load transfer. All Portland cement concrete (PCC) pavement details for joint spacing, joint reinforcement, and joint sealing shall be prepared in accordance with American Concrete Institute (ACI 330R and ACI 325R.9). PCC pavements shall be provided with mechanically reinforced joints (doweled or keyed) in accordance with ACI 330R. Where practical, early-entry cutting of crack-control joints in PCC pavements. Cutting of the concrete in its "green" state typically reduces the potential for micro cracking of the pavements prior to the crack control joints being formed, compared to cutting the joints after the concrete has fully set. Micro-cracking of pavements may lead to crack formation in locations other than the sawed joints, and/or reduction of fatigue life of the pavement. Thickened edges shall be used along outside edges of concrete pavements. Edge thickness shall be at least 2 inches thicker than concrete pavement thickness and taper to the actual concrete pavement thickness 36 inches inward from the edge. Integral curbs may be used in lieu of thickened edges. At the end of construction, the City Engineer shall conduct a site visit to confirm that construction was completed as specified in construction plans.

GEO-12 Pavement Drainage

Pavements shall be sloped to provide rapid drainage of surface water. The pavement subgrade shall be graded to provide positive drainage within the granular base section. Appropriate sub-drainage or connection to a suitable daylight outlet shall be provided to remove water from the granular subbase. The pavement surfacing, and adjacent sidewalks shall be sloped to provide rapid drainage of surface water. Water shall not be allowed to pond on or adjacent to these grade-supported slabs, since this could saturate the subgrade and contribute to premature pavement or slab deterioration. In areas where pavement sections abut bioswales, curb shall intercept water infiltration below the pavement section. Prior to project approval, the City Engineer shall review and approve the site grading and drainage plan. Upon completion of site grading, the City Engineer shall inspect the site to ensure grading and drainage plan was adequately executed.

GEO-13 Preventative Maintenance

The applicant's civil engineer shall consider the following recommendations in the design and layout of pavements:

- Final grade adjacent to paved areas should slope down from the edges at a minimum 2 percent.
- Subgrade and pavement surfaces should have a minimum 2 percent slope to promote proper surface drainage.
- Install below pavement drainage systems surrounding areas anticipated for frequent wetting.
- Install joint sealant and seal cracks immediately.
- Seal all landscaped areas in or adjacent to pavements to reduce moisture migration to subgrade soils.
- Place compacted, low permeability backfill against the exterior side of curb and gutter.
- Place curb, gutter and/or sidewalk directly on clay subgrade soils rather than on unbound granular base course materials.

Implementation of Mitigation Measures GEO-1 through GEO-13 would reduce potential impacts related to unstable soil and expansive soils on site to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- 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?*

The proposed project would not include components that would require the use of septic tanks. The current site use is connected to the West County Wastewater District (WCWD) for wastewater and sewer services and the proposed project would also be connected to the WCWD system. There would be no impact.

NO IMPACT

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

To assess potential impacts to paleontological resources, the project's potential to disturb paleontologically sensitive geologic units was evaluated. The analysis involved a review of pertinent geologic maps and geologic literature, and a paleontological locality search to identify any known fossil localities from geologic units mapped at the project site. Fossil collections records from the University of California Museum of Paleontology (UCMP) online database and Paleobiology Database (PBDB) were reviewed to identify known fossil localities in Contra Costa County (PBDB 2021; UCMP 2021). Following the geologic map review, literature review, and UCMP database search, a paleontological sensitivity was assigned to the geologic units exposed at and close to the project site based on Society of Vertebrate Paleontology (SVP) guidelines (SVP 2010). The SVP has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present. The potential for impacts to significant paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. This project is anticipated to require 10 feet of ground disturbance.

The UCMP reports 49 vertebrate fossil localities from unnamed Pleistocene units in Contra Costa County (UCMP 2021). The PBDB records five additional localities in the northern East Bay region

(i.e., western parts of Contra Costa and Alameda Counties) (PBDB 2021). Collectively, these localities have produced nearly the full suite of Pleistocene California fossil mammals such as elephant relatives (*Mammuthus* and *Mammut*), ground sloths (*Glossotherium* and *Megalonyx*), horses (*Equus*), bison (*Bison*), and camels (*Camelops* and *Hemiauchenia*). These sediments have a demonstrated capacity to bear fossils, so they are assigned a high paleontological sensitivity (SVP 2010).

The Orinda Formation is also known to produce fossils. Twenty-six vertebrate fossil localities from this unit are recorded by the UCMP (2021), 24 of which occur in Contra Costa County. Vertebrate taxa known from the Orinda Formation include horses (e.g., *Pliohippus*), rabbits (*Hypolagus*), elephants (*Gomphotherium*), and cats (*Barbuofelis*) (PBDB 2021, UCMP 2021). The Orinda Formation has also produced one of the few turtle egg fossils in the United States (Poust 2017). This unit is assigned a high paleontological sensitivity due to its extensive fossil-producing history (SVP 2010).

Mitigation Measure GEO-14 would be required to avoid impacts to paleontological resources. This measure would apply during phases of project construction which involve ground disturbance, including but not limited to the initial demolition and all grading, and would apply wherever such activity occurs. This measure would serve to reduce the potential for impacts to unanticipated fossils present on site by providing for their recovery, identification, and curation.

Mitigation Measure

GEO-14 Unanticipated Discovery of Paleontological Resources

In the event an unanticipated fossil discovery is made during the course of project development, construction activity shall be halted within 50 feet of the fossil, and a qualified professional paleontologist shall be notified and retained to evaluate the discovery, determine its significance, and determine if additional mitigation or treatment is warranted. Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist, and reported to the City after construction is complete.

Implementation of Mitigation Measure GEO-14 would reduce potential impacts to significant paleontological resources to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Climate Change and Greenhouse Gases

Greenhouse gas (GHG) produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2021).³

Regulatory Framework

California implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing

³ The Intergovernmental Panel on Climate Change’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

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technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO₂e by 2030 and two MT of CO₂e by 2050 (CARB 2017a).

Other relevant state and local laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization’s Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The regional targets for the Metropolitan Transportation Commission (MTC), which includes Contra Costa County, are a reduction of 10 percent by 2020 and 19 percent by 2035 as compared to 2005 levels (CARB 2017b).
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.
- **San Pablo Climate Action Plan:** The City of San Pablo published its Climate Action Plan in 2013. The plan describes several goals and policies to reduce GHG emissions and impacts from new development in the City. The City set an initial target of 15 percent reduction in GHG emissions below 2005 levels by 2020.

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project’s contribution towards an impact would be cumulatively considerable. “Cumulatively considerable” means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

In the 2017 BAAQMD CEQA Air Quality Guidelines, the BAAQMD outlines an approach to determine the significance of projects. The BAAQMD recommends that lead agencies determine appropriate GHG emissions thresholds of significance based on substantial evidence in the record. 2017

BAAQMD CEQA Air Quality Guidelines establish the following significance thresholds for operational GHG emissions from land use development projects (BAAQMD 2017b):

- Compliance with a qualified GHG reduction strategy
- Annual emissions less than 1,100 MT of CO₂e per year
- Annual emissions less than 4.6 MT of CO₂e per service population (residents and employees) per year

Although the City of San Pablo has implemented a CAP that includes GHG reduction strategies and policies for a variety of sectors within the community, it is not considered qualified GHG reduction strategy per BAAQMD guidance because it does not demonstrate achievement of the State's 2030 GHG emission reduction target. Therefore, the first significance threshold listed above is not applicable for this analysis.

The BAAQMD mass emissions threshold of 1,100 MT of CO₂e per year was designed to capture 90 percent of all emissions associated with projects in the Basin and require implementation of mitigation so that a considerable reduction in emissions from new projects would be achieved. According to the California Air Pollution Control Officers Association white paper *CEQA & Climate Change*, a quantitative threshold based on a 90 percent market capture rate is generally consistent with AB 32 (California Air Pollution Control Officers Association 2008). SB 32, codified in 2016, sets a more stringent emission reduction target of 40 percent below the 1990 level by 2030. Because BAAQMD has not adopted a threshold for 2030 yet, this analysis uses a bright-line threshold of 660 MT of CO₂e per year (equivalent to a 40 percent reduction of the 1,100 MT of CO₂e per year threshold based on the State's 2030 target).

The BAAQMD has not established a quantitative significance threshold for evaluating construction-related emissions, but it does recommend quantifying and disclosing construction-generated GHG emissions. As there is no way of knowing the lifespan of the proposed project, the total emissions generated during construction were amortized over 30 years and added to the operational emissions, and assessed against the BAAQMD's significance thresholds for operational GHG emissions.

Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Section 3, *Air Quality*, in addition to trip generation rates and VMT estimates provided in Appendix TRA, and the following:

- **Amortization of Construction Emissions.** As discussed above, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions.
- **Energy Reductions.** The California Energy Commission's (CEC) Building Energy Efficiency Standards describes numerous requirements to which new development must adhere to be compliant with the 2019 Title 24 standards. The applicant has indicated the proposed project would reduce its energy demand by ten percent below the requirements of the 2019 Title 24 standards. In addition, the proposed project would not include natural gas infrastructure. Thus, the default amount of natural gas that would be consumed by the project was converted into electricity usage post-model and the GHG emissions from the extra electricity usage were added to the energy GHG emissions computed by CalEEMod.

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- **Water Usage.** CalEEMod does not incorporate water use reductions achieved by CALGreen (Part 11 of Title 24). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency and use of indoor water-efficient irrigation systems. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use and the use of water-efficient irrigation systems were included in the water consumption calculations for new development.

Impact Analysis

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

Calculations of CO₂, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects.

Project construction would generate temporary GHG emissions primarily due to construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. As shown in Table 12, project construction would generate an estimated total of 501 MT of CO₂e. Amortized over a 30-year period, project construction would generate an estimated 17 MT of CO₂e per year.

Table 12 Estimated Construction GHG Emissions

Year	Emissions (MT of CO ₂ e)
2022	432
2023	70
Total	501
Amortized over 30 years	17

MT = metric tons; CO₂e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix AQ for modeling results.

Project operation would generate GHG emissions associated with area sources (e.g. landscape maintenance), energy usage, water usage, vehicle trips, and wastewater and solid waste generation. As shown in Table 13, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 299 MT of CO₂e per year. The existing development would generate 57 MT of CO₂e. The net GHG emissions would be 242 MT of CO₂e, which would not exceed the interpolated threshold of 660 MT of CO₂e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO₂e per year)
Construction	17
Operational	
Area	<1
Energy	50
Mobile	154
Solid Waste	43
Water	35
Total Emissions	299
Existing GHG Emissions	57
Net Emissions	242
Threshold	660
Threshold Exceeded?	No

Notes: Emissions modeling was completed using CalEEMod. See Appendix AQ for modeling results.

LESS THAN SIGNIFICANT IMPACT

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

Several plans and policies have been adopted to reduce GHG emissions in the Bay Area region, including the State’s 2017 Scoping Plan, BAAQMD’s Climate Protection Planning Program, and local policies contained in the City’s Climate Action Plan (CAP). The proposed project’s consistency with these plans is discussed in the following subsections. As discussed therein, the proposed project would not conflict with plans and policies aimed at reducing GHG emissions. No impact would occur.

2017 Scoping Plan

The principal state plan and policy is SB 32. The quantitative goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan’s strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing energy-efficient LED lighting, water-efficient faucets and toilets, and water efficient landscaping and irrigation. The project would be served by PG&E or MCE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. As described in Section 17, *Transportation*, and discussed in Section 6, *Energy*, the project would serve to reduce local residents’ VMT and associated fossil fuel usage for personal storage trips. Therefore, the project would be consistent with the 2017 Scoping Plan.

City of San Pablo CAP

The City of San Pablo CAP includes measures that reduce energy use from buildings and equipment, decrease parking requirements, and encourage alternative modes of transportation. Table 14 summarizes the project’s consistency with applicable CAP measures. As summarized therein, the project would be consistent with the applicable measures of the City’s CAP.

Table 14 Plan Consistency for GHG Emissions

San Pablo Climate Action Plan Policy	Consistency
Energy	
<p>Objective E1. Increase new construction efficiency above Title 24 standards.</p>	<p>Consistent</p> <p>The project would be required to comply with Title 24, CALGreen. standards. The project would include the implementation of efficient lighting, installation of drought-resistant landscaping, and compliance with waste diversion requirements such that it would exceed Title 24 standards by ten percent. Therefore, the proposed project would be consistent with Energy Objective 1 in exceeding Title 24 standards.</p>
Solid Waste	
<p>Objective SW 2. Divert 30% of solid waste to composting and recycling activities.</p> <p>Strategy SW 2.4. Construction & Demolition Waste Management Ordinance. Expand the City’s Construction & Demolition Waste Ordinances to exceed Cal Green requirements.</p>	<p>Consistent</p> <p>The project would comply with City mandated construction and demolition waste diversion requirements including the submission of a construction waste management plan prior to construction. Pursuant to SPMC Chapter 15.60, the project would be required to divert 50 percent of operational solid waste. Therefore, the project would be consistent with Objective SW 2.</p>
Water	
<p>Objective W 1. Increase water efficiency throughout the community by 50%.</p> <p>Strategy W 1.4 Water Conservation Ordinance. Implement a water conservation ordinance to regulate water use during peak temperature hours, expand drought tolerant landscaping and implement water conservation education and outreach.</p>	<p>Consistent</p> <p>The project would comply with the City Water Conservation Ordinance. The project would include low-flow faucets and toilets, drought-tolerant native landscaping and efficient irrigation utilizing either a weather- or soil-based regulation system to regulate use during peak temperature hours. Therefore, the project would be consistent with Objective W 1.</p>

Source: City of San Pablo 2012

NO IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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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 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

A desktop search was conducted on August 4, 2021, consisting of DTSC's EnviroStor mapping tool and Cortese hazardous site list and the SWRCB's GeoTracker cleanup site mapping tool. There are twelve listings on DTSCs' EnviroStor database of hazardous-waste sites within San Pablo. Of those, four are listed as historical, three as school evaluation, four as state response, and one as voluntary cleanup (DTSC 2021a, 2021b). The project site is not identified as any of these sites on the EnviroStor databases.

According to the GeoTracker component of the Cortese List, which is compiled by SWRCB, there are 53 locations within San Pablo listed in the GeoTracker database as having a current permitted Underground Storage Tank (UST) or having a Leaking Underground Storage Tank (LUST). Thirty-four of the locations have undergone LUST cleanup and the State has closed those cases. There are two locations in San Pablo with an open case (SWRCB 2021a, 2021b). The project site was not identified as a listed location containing a LUST. There is an identified LUST cleanup site adjacent to the project site at 3550 San Pablo Dam Road, 130 feet to the east. SWRCB identifies the cleanup as completed and the case as closed.

Regulatory Setting

Department of Toxic Substances Control

As a department of the California Environmental Protection Agency, the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of the federal Resource Conservation and Recovery Act (RCRA) and in accordance with the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5).

The California Hazardous Waste Control Law is generally more stringent than RCRA and treats many materials exempted under RCRA as hazardous wastes. The Law lists 791 chemicals and approximately 300 common materials that may be hazardous; establishes criteria for identifying, packaging, and labeling hazardous wastes; prescribes management controls; establishes permit requirements for treatment, storage, disposal, and transportation; and identifies some wastes that cannot be disposed of in landfills.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection consolidates the information submitted by these agencies and distributes it to each city and county where sites on the lists are located. Before the lead agency accepts an application for any development project as complete, the applicant must consult these lists to determine if the site at issue is included.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be

required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

Government Code Section 65962.5 (Cortese List)

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle. DTSC maintains the EnviroStor database as a component of the Cortese List.

Impact Analysis

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

Construction

Project construction may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (DOT) regulations (U.S. DOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through the DTSC. DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and state requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. Compliance with existing regulations would reduce the risk of potential release of hazardous materials during construction.

As the proposed project would disturb over one acre of land, the applicant would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ) to comply with CWA NPDES requirements. Compliance with these requirements would include preparation of a SWPPP, which would specify BMPs to quickly contain and clean up accidental spills or leaks. Therefore, the potential for an accidental release of hazardous materials to harm the public or the environment would be minor. Impacts related to hazardous materials during construction would be less than significant.

Operation

Self-storage uses typically do not use or store large quantities of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. In addition, customers would be required to sign a lease agreement committing to a policy that prohibits the storage of hazardous materials on site. Therefore, project operation would not involve the use, storage, transportation, or disposal of substantial quantities of hazardous materials and would not result in the release of such materials into the environment. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

There are no schools within 0.25 mile of the project site. El Sobrante KinderCare is located approximately 0.3 mile west of the site. Vista High School is located approximately 0.4-mile northwest of the site and Riverside Elementary is located approximately 0.6 mile southwest of the site. As described under criteria (a) and (b) above, operation would not involve the use or storage of hazardous materials. Though potentially hazardous materials such as fuels, lubricants, solvents, and oils could be used during project construction, the transport, use and storage of hazardous materials would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the CCR, Title 22. The project would have a less than significant impact on hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material 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?*

California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. The project site does not contain a hazardous waste facility and has no record of known contamination (DTSC 2021a, 2021b). Therefore, the proposed project would not create a significant hazard to the public or environment and there would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- 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?*

The project site is not located within two miles of an airport or within an airport land use plan. The nearest public use airport is Buchanan Field approximately 15 miles to the east. The proposed project would not subject people working at the site to safety hazards or excessive noise. There would be no impact.

NO IMPACT

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

Project construction would occur within the project site and no street closures would occur. The proposed project would not involve the development of structures that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, including the Contra Costa County Hazard Mitigation Plan (Contra Costa 2018). No streets or property access points would be closed, rerouted, or substantially altered during or after construction. There would be no impact.

NO IMPACT

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

Wildfire impacts from project implementation are discussed in Section 20, *Wildfire*. The project is not located in a very high fire severity zone. The nearest very high fire severity zone is located 0.4 mile to the southeast and is separated by intervening structures between the project site and the very high fire hazard zone. The proposed project features no elements that would alter the wildland fire risk from its current use. There would be no impact.

NO IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or 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;	<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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Setting

The project site is approximately 1.9 acres and generally flat with a maximum elevation of approximately 100 feet above mean sea level. The project site consists of approximately 92 percent of impervious surface consisting of an asphalt parking lot and existing buildings. There is an existing storm drain system on San Pablo Dam Road. San Pablo Creek is located approximately 660 feet to the north of the site, and Wildcat Creek is approximately 0.7 mile to the southwest. Both creeks outfall into the San Francisco Bay. The City of San Pablo receives approximately 21 inches of rain annually, with rainfall concentrated in the winter months (Cal-Adapt 2021).

Regulatory Setting

Federal and State

CLEAN WATER ACT (CWA)

Congress enacted the CWA, formally the Federal Water Pollution Control Act of 1972, with the intent of restoring and maintaining the chemical, physical, and biological integrity of the waters of the U.S. The CWA requires states to set standards to protect, maintain, and restore water quality through the regulation of point source and non-point source discharges to surface water. Those discharges are regulated by the NPDES permit process (CWA Section 402). California State Water Resources Control Board (SWRCB) and its nine RWQCBs administer NPDES permitting authority. The project site is under the jurisdiction of the RWQCB Region 2 (San Francisco Bay Area Region).

Section 401 of the CWA requires that the RWQCB certify any activity that may result in discharges into a state waterbody. This certification ensures the proposed activity does not violate federal and/or state water quality standards. The limits of non-tidal waters extend to the Ordinary High Water Mark, defined as the line on the shore established by the fluctuation of water and indicated by physical characteristics, such as natural line impressed on the bank, changes in the character of the soil, and presence of debris. The U.S. Army Corps of Engineers may issue either individual, site-specific permits or general, nationwide permits for discharge into waters of the U.S.

NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

The primary regulatory control relevant to the protection of water quality is the NPDES permit administered by the SWRCB. The SWRCB establishes requirements prescribing the quality of point sources of discharge and water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface waterbody. The NPDES permits are issued to point source dischargers of pollutants to surface waters pursuant to Water Code Chapter 5.5, which implements the federal CWA. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (SWRCB, Title 23, Chapter 9, Section 2200). The RWQCB establishes and regulates discharge limits under the NPDES permits.

PORTER-COLOGNE WATER QUALITY CONTROL ACT

The SWRCB regulates water quality through the Porter-Cologne Water Quality Control Act of 1969, which contains a complete framework for the regulation of waste discharges to both surface waters and groundwater of the State. RWQCBs regulate stormwater quality under authorities of the federal CWA and the state Porter-Cologne Water Quality Control Act.

NPDES STATEWIDE CONSTRUCTION GENERAL PERMIT

Construction projects that disturb one or more acres of soil or are part of a larger common plan of development that disturbs one or more acres of soil must obtain coverage under the statewide NPDES General Permit for Discharges of Stormwater Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ). To obtain coverage under the Construction General Permit, a project specific Storm Water Pollution Prevention Plan (SWPPP) must be prepared. The SWPPP outlines BMPs to reduce stormwater and non-stormwater pollutant discharges including erosion control, minimize contact between construction materials and precipitation, and implement strategies to prevent equipment leakage or spills.

Regional and Local

MUNICIPAL REGIONAL STORMWATER NPDES PERMIT

The San Francisco Bay RWQCB has issued a Municipal Regional Stormwater NPDES Permit (Permit Number CAS612008) (MRP) that covers the project area (RWQCB 2015). Under provisions of the NPDES Municipal Permit, redevelopment projects that disturb more than 10,000 square feet are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires regulated projects to include Low Impact Development (LID) practices, such as pollutant source control measures and stormwater treatment features aimed to maintain or restore the site's natural hydrologic functions. The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

Impact Analysis

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

Construction

During grading activities, the project site's soils would be exposed to wind and water erosion that could transport sediments into local stormwater drainages. In addition, accidental spills of fluids or fuels from construction vehicles and equipment, or miscellaneous construction materials and debris, could be mobilized and transported off-site in overland flow. These contaminant sources could degrade the water quality of receiving water bodies (i.e., San Francisco Bay), potentially resulting in a violation of water quality standards.

The proposed project would be subject to the San Francisco Bay Region Municipal Regional Stormwater NPDES Permit (MRP) – NPDES Permit Order No. R2-2015-0049, Permit CAS612008, and the provisions set forth in Section C.3 *New Development and Redevelopment*. Under the conditions of the permitting program, the applicant would be required to eliminate or reduce non-stormwater discharges to waters of the nation, develop and implement a SWPPP for construction activities, and perform inspections of the stormwater pollution prevention measures and control practices to ensure conformance with the site SWPPP. Because the proposed project would disturb at least one acre of land, the project must provide stormwater treatment and would be required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-0009-DWQ or 2009-0009-DWQ General Permit).

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Further, in accordance with SPMC Chapter 8.40 (Stormwater Management and Discharge Control), all construction projects within the City would be required to implement site-specific BMPs for erosion control and would be required to submit a stormwater control plan to prevent erosion during construction. Therefore, with compliance with construction-related water quality and erosion control requirements, project construction would not violate water quality standards, substantially alter the drainage pattern of the area such that substantial erosion or siltation would occur and would not degrade water quality. Impacts during construction would be less than significant.

Operation

The project site is approximately 92 percent covered by impervious surfaces, including an asphalt parking area and existing storage buildings, and would remain primarily covered by impervious surfaces. The southern portion of the site is undeveloped. Impervious surfaces can carry a variety of pollutants, including oil and grease, metals, and sediment and pesticide residues from roadways, parking lots, rooftops, and landscaped areas depositing them into adjacent waterways via the storm drain system.

The proposed project would involve the redevelopment of impervious surfaces in excess of 10,000 square feet, and thus would be required to comply with the C.3 provisions set by RWQCB. The proposed project would be required to meet criteria including: 1) incorporate site design, source control, and stormwater treatment measures into the project design; 2) minimize the discharge of pollutants in stormwater runoff and non-stormwater discharge; and 3) minimize increases in runoff flows as compared to pre-development conditions. A Stormwater Control Plan (SCP) that details the site control, source control, and stormwater measures that would be implemented at the site would also be required to be submitted to the City. In addition, the project would be required to implement Low Impact Development (LID) features as defined in the Contra Costa Clean Water Program's Stormwater C.3 Guidebook which provides guidance on how to meet the C.3 requirements (Contra Costa Clean Water 2017).

There are no LID features currently on the project site. Stormwater runoff flows north directly to San Pablo Dam Road where it enters the City's stormwater system. The proposed project would, in accordance with Contra Costa Clean Water C.3 requirements, be designed to direct runoff from roofs and sidewalks into vegetated areas along the perimeter of the site. Consistent with the Contra Costa Clean Water Program's Addendum to their Stormwater C.3 Guidebook, *Preparing a Stormwater Control Plan for a Small Land Development Project*, the project would be required to incorporate one or more LID features. The project would incorporate LID features including directing runoff from roofs and pavement to a vegetated strip along the western border of the site, compliant with the Contra Costa Clean Water Program Addendum. The project, in compliance with the provisions of NPDES Section C. 3, a SWPPP, and a stormwater control plan would not result in adverse effects on water quality or violate water quality standards or waste discharge requirements during construction or operation. Therefore, the proposed project would have a less than significant impact on water quality.

The project site overlies the East Bay Plain Subbasin of the Santa Clara Valley Groundwater Basin, which is being managed in accordance with the Sustainable Groundwater Management Act by the East Bay Municipal Utility District (EBMUD) through development of a Groundwater Sustainability Plan for the East Bay Plain. The EBMUD South East Bay Plain Groundwater Management Plan study area includes Oakland, Alameda, San Leandro, San Lorenzo, and Hayward. The California Department of Water Resources (DWR) delineates the northern border of the basin as San Pablo

Bay. However, the South East Bay Plain Groundwater Management Plan delineates the northern boundary of the basin in Oakland because the deep aquifer thins to the north and becomes an insignificant source of groundwater near Berkeley, as well as suffering from saline intrusion near San Pablo Bay (EBMUD 2013). Therefore, the project would not result in a significant impact to groundwater and would be consistent with the groundwater sustainability plan.

With implementation of the measures contained in these plans, excessive stormwater runoff, substantial erosion or siltation on- or off-site would be at or below pre-construction levels. Therefore, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- 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?*

As discussed in Section 19, *Utilities and Service Systems*, the proposed project would receive its water from EBMUD. EBMUD's primary water source for its water supply system is the Mokelumne River and its secondary source is local runoff from East Bay watersheds. As described in criterion (e), EBMUD considers the boundary of the useable portion of the East Bay Plain Subbasin to lie in Oakland, and groundwater along the San Pablo Bay, including under the City of San Pablo, suffers from saline intrusion and poor availability. Thus, the groundwater below San Pablo is not considered useable by EBMUD (EBMUD 2021). According to the City of San Pablo General Plan, San Pablo does not rely on groundwater and no groundwater wells exist within the city (San Pablo 2011). Therefore, the proposed project would not rely on groundwater for its water supply and would not increase groundwater usage such that a net deficit in aquifer volume would occur.

The proposed project would not include installation of new groundwater wells or the use of groundwater from existing wells. Additionally, as shown in submitted design plans included in Appendix PLN, the construction of vegetated stormwater management areas would direct stormwater runoff from the project site into the ground surface and would not substantially interfere with groundwater recharge. Impacts related to groundwater would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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- c.(i) Would the project substantially alter the existing drainage pattern of the site or 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 result in substantial erosion or siltation on- or off-site?*
- c.(ii) Would the project substantially alter the existing drainage pattern of the site or 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 substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
- c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would 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?*
- c.(iv) Would the project substantially alter the existing drainage pattern of the site or 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 impede or redirect flood flows?*

Construction

Construction activities would involve stockpiling, grading, excavation, paving, and other earth-disturbing activities that could temporarily alter existing drainage patterns. Compliance with the SWRCB's NPDES Construction General Permit, NPDES MS4 Permit, and SPMC Chapter 8.40 which regulates stormwater and discharge within the city would reduce the risk of short-term erosion and increased runoff resulting from drainage alterations during construction. Project construction would not alter the course of San Pablo Creek, Wildcat Creek or other stream or river and there are no other surface water features identified in the project vicinity. Therefore, impacts would be less than significant.

Operation

As described above under criteria (a) and (e), the project would not result in a substantial increase in impervious surfaces including for the proposed parking lot and structures; therefore, there would be no substantial change in runoff amount from the project site. The site would continue to drain to the north toward San Pablo Dam Road and would connect to the existing municipal stormwater drainage system. With the implementation of the C.3 provisions set by the RWQCB, including a Stormwater Control Plan, impacts related to drainage changes would be reduced. The primary change to existing drainage patterns of the site would be the redirection of stormwater runoff to vegetated areas prior to discharge to San Pablo Dam Road, to comply with the LID requirement of the C.3 provisions.

As discussed above in criterion (a), SPMC Chapter 8.40 would limit pollutant discharges, including sediment and silt. SPMC Chapter 8.40 requires measures to reduce and eliminate stormwater pollutants and BMPs to control stormwater runoff from construction sites, in addition to obtainment of grading permits. The City requires compliance with the applicable MS4 General Permit and LID Manual during construction. In addition, the proposed project would be required to comply with the NPDES Construction General Permit, which requires the development of a SWPPP, as described above. Thus, the proposed project would not substantially increase stormwater discharge, substantially alter drainage patterns on-site or the surrounding area, and would not

contribute runoff that would result in flooding on- or off-site or exceed the capacity of the existing on-site or off-site stormwater drainage system. The project would not result in a substantial increase in erosion or siltation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

According to the Federal Emergency Management Agency Flood Insurance Rate Map, the project site is located in Zone X, which is characterized as an area of minimal flood hazard and having a less than 0.2 percent annual chance to be inundated by flood waters as a result of a storm event (Map #06013C0229H, March 21, 2017) (Federal Emergency Management Agency 2021). According to the California Governor's Office of Emergency Services (Cal OES) MyHazards online database, the site is not located in a 100-year floodplain (Cal OES 2021). Therefore, the proposed project is not located within a flood zone and impacts concerning flood hazards would be less than significant. Since the project site is not near a large body of water and is approximately 2.75 miles inland from the San Pablo Bay, and 3 miles from the San Francisco Bay, the site would not risk release of pollutants due to inundation by seiche or tsunami. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 a 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"/>

Setting

As discussed in the *Project Description*, the project site is located on a developed parcel currently operating as personal storage. The General Plan land use designation for the site is Commercial Mixed-Use, and the site is zoned for Commercial Mixed-Use with a Hillside Overlay (San Pablo 2011).

Regulatory Setting

The City of San Pablo General Plan includes goals and policies intended to avoid environmental effects of new development. Goals and policies related to the project include the following:

- LU-G-7: Retain and enhance existing commercial, industrial, educational and entertainment land use areas to strengthen San Pablo’s economic base
- LU-I-7: Require design review of all new construction and visible exterior alterations of large non-residential buildings.
- LU-I-27: Establish design guidelines to assure high quality design and site planning for large commercial and industrial developments.
- LU-I-31: Establish zoning standards, including maximum size and separation requirements, for any commercial land use type that could adversely affect adjacent residential areas or create health and safety impacts

Impact Analysis

a. *Would the project physically divide an established community?*

The proposed project would redevelop one parcel located within an established community and would not involve a change in land use. No new roads, linear infrastructure, or other development features are proposed that would divide the established community around the project site or limit movement, travel, or social interaction between established land uses. There would be no impact.

NO IMPACT

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

City of San Pablo General Plan

As discussed in Section 7, *Geology and Soils*, the General Plan identifies the project site as having Building Development Restrictions from Moderate to Severe with regards to soil type, and the implementation of Mitigation Measures GEO-1 through GEO-14 would ensure that the project’s potential geologic hazards would be reduced which would comply with the City of San Pablo General Plan Policy SN-G-1 which states, “Minimize risks of property damage and personal injury posed by geologic and seismic hazards.”

In addition, the project would comply with the applicable General Plan goals and policies discussed above, as detailed in Table 15, below.

Table 15 San Pablo Land Use Goals and Policies

San Pablo General Plan Policy	Consistency
LU-G-7: Retain and enhance existing commercial, industrial, educational and entertainment land use areas to strengthen San Pablo’s economic base	Consistent The project is an infill redevelopment that will both retain and enhance the existing personal storage use of the parcel and expand the retail component. Therefore, the proposed project would be consistent with LU-G-7.
LU-I-7: Require design review of all new construction and visible exterior alterations of large non-residential buildings.	Consistent Major Design Review is required for approval of the proposed project. Therefore, the project would not conflict with LU-I 7.
LU-I-27: Establish design guidelines to assure high quality design and site planning for large commercial and industrial developments	Consistent Major Design Review is required for approval of the proposed project and would ensure compliance with all City design guidelines. Therefore, the project would not conflict with LU-I 27.
LU-I-31: Establish zoning standards, including maximum size and separation requirements, for any commercial land use type that could adversely affect adjacent residential areas or create health and safety impacts	Consistent The proposed project would require a Conditional Use Permit for the use type within the Commercial Mixed-Use Zoning but would be consistent with all zoning standards including size and separation that could adversely affect the adjacent residential areas across San Pablo Dam Road. Therefore, the project would not conflict with LU-I 31.

Source: City of San Pablo 2011

Further, the site is located in the San Pablo Dam Road Special Planning Subarea and approval of the Conditional Use Permit would ensure the project complied with all Special Planning Subarea requirements related to aesthetics and traffic. Requirements for the San Pablo Dam Road Special Planning Subarea which would apply to the proposed project and consistency with them are detailed in Table 16 below.

Table 16 San Pablo Dam Road Subarea Policies

San Pablo Dam Road Special Planning Area Policy	Consistency
<p>LU-I-44: Focus sub-regional and neighborhood commercial development, and other complementary uses, within or adjacent to Princeton Plaza on San Pablo Dam Road.</p>	<p>Consistent</p> <p>The project is located approximately 0.2 mile east of Princeton Plaza on San Pablo Dam Road and thus is commercial development, with a complimentary retail use, adjacent to Princeton Plaza. Therefore, the proposed project would be consistent with LU-I-44.</p>
<p>LU-I-46: Improve pedestrian access within the hillside neighborhood, its connection to the regional park system, and connections to the Entertainment District across the I-80 overpass.</p>	<p>Consistent</p> <p>While the project would not improve pedestrian access within the hillside neighborhood, it would not impede any pedestrian access existent or prevent future pedestrian access improvements at nearby development. Therefore, the project would not conflict with LU-I 46.</p>

Source: City of San Pablo 2011

Therefore, the project would not conflict with a land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

City of San Pablo Zoning Ordinance

Project approval would further require issuance of a Conditional Use Permit to continue and expand an existing legally nonconforming use as the proposed use is not permitted by right within San Pablo’s Zoning designation (SPMC Section 17.08.030.A). In order to issue a use permit, SPMC Section 17.20.040 states that the Planning Commission must find that the *“establishment, maintenance, or operation of the use of the building applied for will not, under the circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of such proposed use or be detrimental or injurious to property and improvements in the neighborhood or the general welfare of the city.”* The Planning Commission must make the listed findings of fact prior to the issuance of the Conditional Use Permit. Issuance of the Conditional Use Permit would ensure that the project would meet the listed findings and as such, would comply with SPMC Section 17.20.040. Additionally, the project would be required to comply with the provisions of the Hillside Overlay Zone as outlined in SPMC Section 17.38.030. SPMC Section 17.38.030 sets forth provisions for development within the Hillside Overlay Zone as follows:

- A. Modifications to Underlying Districts.
 - 1. All structures that are more than one story in height shall require zoning administrator review in order to protect public safety in this generally unstable geologic area.
 - 2. The use and development standards of the underlying districts shall apply.
- B. Findings. The following findings shall be made prior to granting approval or any other discretionary approval.
 - 1. A geotechnical report will be prepared to identify any particular geotechnical requirements or construction practices to protect the general public.
 - 2. The project is consistent with general plan and zoning standards.
 - 3. Design shall minimize grading, protect native trees, prevent significant alteration of natural hillside, and ensure revegetation.

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4. Fire protection shall be required and integrated in terms of water supply, fire access, and spacing around structures and landscape.

The proposed project would be three stories in height and would be required to comply with SPMC Sections 17.08.030.A and 17.20.040. Due to the project's proposed height, it would be required to undergo zoning administrator review prior to the approval of the project consistent with SPMC Section 17.38.030.A(1). Compliance with zoning ordinance development standards of the underlying district and the proposed height of the building would ensure compliance with the SPMC Section 17.38.030.A. The project applicant has prepared a geotechnical report which identifies geologic hazards and construction practices for the proposed project. Further, the development area of the site would remain similar to the existing development area and would not extend into natural hillside to the south of the property which would prevent the hillside from grading and significant alteration. Grading of the project site would be minimal as the development area of the site would remain similar to the existing developed area. Fire protection of the project site would be required and the site would undergo review by the CCCFPD prior to project approvals. For the reasons discussed above and in the City of San Pablo General Plan subsection of this criterion, the project would also be consistent with general plan and zoning standards. Therefore, the project would be in compliance with the provisions of SPMC Section 17.38.030.

The project would not conflict with San Pablo land use policies to avoid environmental effects, would require a Conditional Use Permit ensuring its compliance with all zoning ordinances and land use requirements to avoid environmental effects, and would be consistent with the San Pablo Dam Road Special Planning Area requirements. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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"/>

Setting

Extractive resources known to exist in Contra Costa County include crushed rock near Mt. Zion, on the north side of Mt. Diablo, in the Concord area; shale in the Port Costa area; and sand and sandstone deposits, mined from several locations. Resources are mostly focused in the Byron area of southeast County (Contra Costa 2005).

Regulatory Setting

Surface Mining and Reclamation Act of 1975

Pursuant to the mandate of the Surface Mining and Reclamation Act of 1975, the State Mining and Geology Board requires all cities to incorporate into their general plans mapped mineral resources designations approved by the State Mining and Geology Board. Some mineral resources can be found within Contra Costa County. However, there are no mineral resources in the San Pablo area subject to the Surface Mining and Reclamation Act (Contra Costa 2005).

- 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?*
- 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?*

In compliance with the Surface Mining and Reclamation Act of 1975 and the requirements of the State Mining and Geology Board, Contra Costa County has incorporated a map of mineral resources known within the County into its General Plan. No mineral resources are located in the San Pablo area, and neither the County nor City General Plans identify any mineral resources or mining operations within the City (San Pablo 2011, Contra Costa 2005). Therefore, no loss of availability of known state or local resources would occur, and there would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as

one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this analysis are the Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}), as these are the descriptors utilized in the San Pablo General Plan.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (DNL or L_{DN}), which is the 24-hour average noise level with a +10-dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL or L_{DEN}), which is the 24-hour average noise level with a +5-dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10-dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).⁴ Noise levels described by L_{DN} and L_{DEN} usually differ by 1 dBA or

⁴ Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 17.

Table 17 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5
Source: Caltrans 2020	

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the general human response to different levels of groundborne vibration velocity levels, are described in Table 18.

Table 18 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/ Frequent Intermittent Sources ¹
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020

¹ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Existing Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The City’s General Plan and SPMC regulate noise in San Pablo. SPMC Chapter 17.50.030 sets forth exterior noise standards which include restrictions on construction between the hours of 10 p.m. and 7 a.m. (San Pablo 2021). The *Safety and Noise* Element of the City’s General Plan specifies noise as a concern for uses such as residences, schools, churches, and hospitals, and identifies the project site as being within the greater than 65 dB noise contour and directly adjacent to San Pablo Dam Road which is within the greater than 70 dB noise contour (San Pablo 2011). This background noise originates primarily from traffic on Interstate 80.

The nearest noise-sensitive receivers are the single-family residences that lie approximately 75 feet north of the site across San Pablo Dam Road. These residences all lie within either the greater than 65 dB noise contour or the greater than 70 dB contour created by Interstate 80 (San Pablo 2011). Additional sensitive receivers include residences approximately 500 feet southwest of the project site in the Hasford Heights district, located in a greater than 60 dB contour.

The most prevalent source of noise in the site vicinity is vehicular traffic on San Pablo Dam Road adjacent to the northern edge of the project site and traffic on Interstate 80 approximately 1,000 feet to the northwest of the site.

Regulatory Setting

San Pablo General Plan

The City of San Pablo General Plan Safety and Noise Element contains goals and policies that are designed to identify noise sources that exist within the City, and to mitigate their potential impacts through both preventative and responsive measures. (SPGP 9.6) The Noise Element establishes the following goals and policies that would apply to the proposed project:

Guiding Policy SN-G-9: Protect public health and welfare by eliminating noise problems and maintaining an acceptable indoor and outdoor acoustic environment.

Implementing Policy SN-I-37: Use the Community Noise Level Exposure Standards as review criteria for new land uses. Require all new development that would be exposed to noise greater

than the “normally acceptable” noise level range to reduce interior noise through design, sound insulation, or other measures.

Implementing Policy SN-I-38: Require proposed industrial, commercial, and other uses with potential noise and vibration-producing activities to submit a noise study report identifying noise and vibration mitigation measures that would reduce the adjacent noise level to acceptable ranges based on the Community Noise Environment Standards.

The Community Noise Level Exposure Standards utilized by the SPMC are detailed in Table 19, below:

Table 19 Community Noise Level Exposure Standards

Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential-Single family, Duplex, Mobile Home	50-60	60-70	70-75	75-85
Residential- Multi-family, Residential Mixed-use	50-65	65-70	70-75	75-85
Mixed-Use and High-Density Residential	50-65	65-75	75-80	80-85
Transient Lodging, Motel, Hotel	50-65	60-70	70-80	80-85
School, Library, Church, Hospital, Nursing Home	50-65	60-70	70-80	80-85
Auditorium, Concert Hall, Amphitheater	50-70	NA	NA	65-85
Sports Arena, Outdoor Spectator Sports	50-75	NA	NA	65-85
Playground, Park	50-70	67.5-75	72.5-85	NA
Office Buildings, Businesses, Commercial and Professional	50-70	67.5-77.5	NA	75-85
Industrial, Manufacturing Utilities, Agriculture	50-75	70-80	75-85	NA

¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

² Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

³ Normally Unacceptable: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements shall be made and needed noise insulation features shall be included in the design.

⁴ Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: City of San Pablo 2011

San Pablo Municipal Code

SPMC Chapter 17, Article 50, Noise (the Noise Ordinance) states that it is the City’s policy to protect the quality of life and maintain public health and welfare by insulating residents from excessive noise levels including any loud, unnecessary, or unusual noise which causes discomfort or annoyance to any reasonable person.

SPMC Section 17.50.050 states the City’s residential noise limits, which are exterior noise limits of 65 dBA from 7:00 a.m. to 10:00 p.m. and 60 dBA from 10:00 p.m. to 7:00 a.m. In addition, the interior noise limits are of 50 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00

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a.m. SPMC Sections 17.50.060 and 17.50.070 states the City's commercial and industrial noise limits, which shall not create any noise that would exceed an exterior noise level of 70 dBA during the hours of 7 a.m. to 10 p.m. and 65 dBA during the hours of 10 p.m. to 7 a.m. when measured at an adjacent property line. In addition, no person shall cause the loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10 p.m. to 7 a.m. in a manner which would cause a noise disturbance in a residential area.

SPMC Section 17.50.040 exempts construction noise from the noise limits, provided:

- When adjacent to a residential land use, school, church, or similar type of use, construction does not take place between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or at any time on Sunday or a national holiday, the noise levels do not exceed the noise standard of 65 dBA at an adjacent property line; and
- When adjacent to a commercial or industrial use, construction does not take place between 10 p.m. and 6 a.m. on weekdays, including Saturday and Sunday, the noise levels do not exceed the noise standard of 70 dBA when measured at the adjacent property line

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels.

Impact Analysis

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

Construction Noise

Construction activity would generate temporary noise in the project site vicinity, exposing surrounding sensitive receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used for demolition, site preparation, grading, building construction, and paving activities. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation, and grading work) and would be lower during the later construction phases (i.e., building construction and paving). Construction noise was

estimated using reference noise levels and equipment use factors from the FHWA Roadway Construction Noise Model (RCNM; 2006).

Noise impacts from construction equipment are typically assessed from the average distance of construction equipment to receivers through a typical construction day; during a typical construction day, construction equipment will move back and forth across the horizontal and vertical dimensions of the project site. Based upon this assumption, the distance from the center of the project site to the nearest residential receivers was estimated at 370 feet, and distance to the nearest commercial uses on the west and east was estimated at 140 feet. Based on the size of the project site, construction plans, and lists of equipment, modeling conservatively assumes operation of two tractors, a bulldozer, and an industrial concrete saw operating simultaneously during the grading or demolition phase, as these phases have similar equipment lists and feature the loudest operating equipment. Maximum hourly noise levels were estimated to be 69.1 dBA L_{eq} at a distance of 370 feet and 77.5 dBA L_{eq} at a distance of 140 feet (RCNM calculations are included in Appendix NOI).

SPMC Section 17.50.040 exempts construction noise from the noise limits contained in SPMC Section 17.50.050 if it occurs between the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday, and provided noise levels do not exceed the noise standard of 65 dBA when measured at the adjacent property line of a residential use or 70 dBA at the adjacent property line of a commercial or industrial use. Therefore, estimated construction noise levels of 69.1 dBA would exceed the daytime construction noise threshold of 65 dBA at the nearest sensitive receivers, and construction noise levels of 77.5 dBA would exceed the daytime construction noise threshold of 70 dBA at the adjacent commercial uses. Mitigation Measure NOI-1 would be required to avoid or reduce the project's impacts to noise levels at nearby sensitive receivers to less than significant.

On-site Operational Noise

The proposed project would involve the operation of a self-storage facility. On-site operational noise associated with the project would predominantly consist of HVAC equipment, and on-site vehicle circulation (i.e., customer vehicles, moving trucks, and trash-hauling trucks). The site is located adjacent to a busy street and surrounded by commercial and industrial uses that currently generate noise from trash hauling, deliveries, and traffic. Therefore, impacts related to on-site vehicle circulation would be less than significant.

On-site operational noise from new HVAC units was estimated using documented reference noise levels for operation of standard HVAC equipment (Carrier 2020, included in Appendix NOI). Construction plans for the project indicate that the HVAC units will be located on the rooftop, as is standard practice, and that the closest rooftop unit to the nearest sensitive receiver would be approximately 195 feet away and surrounded with mechanical screening. 72 dBA was estimated as the maximum sound level produced by HVAC equipment per a standard manufacturer's specifications (Carrier 2020). Accounting for a 5dBA reduction from the mechanical screening and distance attenuation, noise from the HVAC unit at the nearest sensitive receiver would be approximately 41.2 dBA. This is below the nighttime standard set by SPMC Sections 17.50.050 through 17.50.070 of 60 dBA for residential uses and 65 dBA for industrial or commercial uses and impacts from operational noise would be less than significant.

Off-site Roadway Noise

In addition to producing on-site sources of noise, the project would generate vehicle trips, thereby increasing traffic and vehicular noise on area roadways. According to Appendix TRA, the proposed

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project would generate 150 new daily trips. Access to the project site would be provided via two new driveways on San Pablo Dam Road, which would receive the bulk of project-generated vehicle trips. Therefore, traffic noise impacts were only analyzed for San Pablo Dam Road.

Traffic noise impacts are evaluated in consideration of the City’s Noise and Land Use Compatibility Guidelines (see Table 19 above) and community response to changes in ambient noise levels. As discussed under *Overview of Noise and Vibration*, the average healthy ear can barely perceive an increase of up to 3 dBA in noise levels, and a change of 5 dBA is readily perceptible. Based on this information, off-site traffic noise impacts would be significant if project-related traffic would result if one of the following would occur:

- A noise level increase of 5 dBA or greater if noise levels remain within the same land use compatibility classification at the sensitive receiver
- A noise level increase of 3 dBA or greater if noise levels change the land use compatibility classification of the sensitive receiver
- Any increase in noise levels if existing noise levels fall within the “normally unacceptable” or “clearly unacceptable” ranges at the sensitive receiver

Existing traffic for the segment of San Pablo Dam Road in front of the project site was approximately 21,000 as measured in 2012 by the City (San Pablo 2012). The General Plan Noise Element identifies the area to be within a greater-than-65 dBA noise contour. Project-related traffic would increase daily traffic volumes on San Pablo Dam Road by less than 1 percent. Generally, a doubling of traffic (i.e., a doubling of the sound energy) would result in a 3-dBA increase. The increase of traffic related to project operation would be lower than a doubling of traffic; therefore, project-related traffic would not result in a 3 dBA increase in noise levels. Impacts to roadway noise levels would be less than significant.

Mitigation Measure

NOI-1 Construction Noise Reduction

The project applicant shall reduce construction noise levels at the adjacent residences to 65 dBA L_{eq} (one-hour) or less and at the adjacent commercial uses to 70 dBA L_{eq} (one-hour) or less through the following measures:

1. Temporary noise barriers and/or blankets with a minimum height of 8 feet shall be constructed along the western, eastern, and northern project site boundaries. The temporary noise barriers and/or blankets may be constructed of material with a minimum weight of 2 pounds per square foot with no gaps or perforations. Temporary noise barriers and/or blankets may be constructed of, but not limited to, 5/8-inch plywood, 5/8-inch oriented strand board, and hay bales.
2. Electrically powered equipment instead of internal combustion equipment shall be used where feasible.
3. A sign shall be provided at the yard entrance, or other conspicuous location, that includes a telephone number for project information, and a procedure where a field engineer/construction manager shall respond to and investigate noise complaints and take corrective action, if necessary, in a timely manner. The sign shall have a minimum dimension of 48 inches wide by 24 inches high. The sign shall be placed 5 feet above ground level.
4. City code enforcement or designated inspector shall confirm compliance with parts (1) and (3) of this Mitigation Measure prior to the initiation of demolition or grading activities.

5. If a noise complaint(s) is registered, the contractor shall retain a City-approved noise consultant to conduct noise measurements at the use(s) that registered the complaint. The noise measurements shall be conducted for a minimum of one hour and shall include one-minute intervals. The consultant shall prepare a letter report summarizing the measurements and potential measures to reduce noise levels to the maximum extent feasible. The letter report shall include all measurement and calculation data used in determining impacts and resolutions. The letter report shall be provided to City code enforcement for determining adequacy and recommendations, as well potential revocation of the variance if measures are inadequate.

With implementation of sound barriers/blankets as described Mitigation Measure NOI-1, per manufacturer's specifications (see Appendix NOI), construction noise levels would be reduced by at least 10 dBA. Therefore, with mitigation, construction noise levels would reach up to approximately 59.5 dBA L_{eq} (8 hour) at the nearest residential uses and approximately 67.5 dBA L_{eq} (8 hour) at the adjacent commercial uses. These levels would be below the requirements in the SPMC, and impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration would include rollers, loaded trucks, and bulldozers. The City of San Pablo has not adopted standards to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures from continuous and intermittent sources. The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria, as summarized in Table 20 below.

Project construction would require operation of vibratory equipment including jackhammers, loaded trucks, and bulldozers within 75 feet of the nearest sensitive receiver during the demolition and grading phases. As shown in Table 20, vibration levels from individual pieces of construction equipment would not exceed the threshold at which damage can occur to residential structures, 0.20 PPV, or the threshold at which transient vibration sources would be distinctly perceptible to 0.25 PPV. Construction vibration levels at other residences in the vicinity would be less than the levels shown in Table 20 because vibration levels would attenuate with distance. Furthermore, applicant-submitted information states that construction would only occur during daytime hours and would not disturb residences to the north during sensitive hours of sleep. Therefore, construction vibration impacts would be less than significant.

Table 20 Vibration Levels at Sensitive Receivers

Equipment	Estimated PPV at Nearest Building (75 feet)
Jackhammer	0.01
Large Bulldozer	0.03
Loaded Truck	0.02
Threshold	0.20 for structural damage 0.25 for distinctly perceptible annoyance
Threshold Exceeded?	No
See Appendix NOI for vibration analysis worksheets.	

Operation

The proposed project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impacts would occur.

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?*

The nearest private airstrip closest to the project site is the San Rafael Airport which is located approximately 11.7 miles northwest of the site. The project site is not within two miles of a public airport or public use airport. The nearest public use airport is Buchanan Field approximately 15 miles to the east. Therefore, the project would not expose people residing or working in the project area to excessive noise levels from airport noise. No impact would occur.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

According to the California Department of Finance (DOF), San Pablo has an estimated population of 31,041 with 9,549 housing units (DOF 2021). The average number of persons per household is estimated at 3.39. The Association of Bay Area Governments (ABAG) provides projections for population in San Pablo through the year 2040. ABAG projects the population of San Pablo to be 34,090 by the year 2040 (ABAG 2017).

Impact Analysis

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

The project would not involve the construction of new housing and would therefore not directly induce population growth in the City. The proposed project operation is assumed to require up to four full-time employees. Employment under the proposed project would likely replace existing employment of the project site. The proposed project would result in an incremental increase in the City’s employment which may induce incremental population growth. However, such growth, consisting of approximately four employees with possible family members, would likely be from the existing San Pablo population. Therefore, the population increase would not be a substantial increase relative to the current population and impacts would be less than significant.

The project would be constructed within City limits on a currently developed site and would be connected to an existing roadway thus, would not require the extension of roads or additional infrastructure. Impacts would be less than significant.

LESS THAN SIGNIFICANT

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

No housing currently exists on the project site. Therefore, no housing units or people would be displaced. There would be no impact.

NO IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2 Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3 Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4 Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5 Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The Contra Costa County Fire Protection District (CCFPD) provides fire and emergency medical services to the project site, and responds to all fires, hazardous materials spills, and medical emergencies in the city, local Bay Area Rapid Transit (BART) stations, regional parks, and unincorporated areas in the county and fifteen cities including San Pablo. CCCFPD operates one station in San Pablo (Station #70) which is on the corner of 23rd Street and Market Avenue (San Pablo 2020a). The newly constructed fire station is approximately 1.45 miles southeast of the site. San Pablo adopted the 2018 edition of the International Fire Code and the 2019 California Fire Code, as amended by the Contra Costa County Fire Protection District, as the City’s Fire Code in 2019 (SPMC Section 15.04.010).

The San Pablo Police Department (SPPD) provides law enforcement services in San Pablo. SPD operates one police station in the City, which is located at 13880 San Pablo Avenue, approximately 1.1-miles southeast of the site (approximately 4 minutes driving time). In 2019, SPD received 39,372 calls for service (San Pablo 2020b).

The West Contra Costa Unified School District (WCCUSD) serves the San Pablo area. In San Pablo, WCCUSD operates five elementary schools, one middle school, and one high school (San Pablo 2020c).

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The City of San Pablo Recreation Division operates six parks spread over 17.9 acres within the city (San Pablo 2011; San Pablo 2021a). Additional parkland is provided through a joint-use agreement with the West Contra Costa Unified School District and Contra Costa College to allow for use of their facilities for recreation during non-school hours (San Pablo 2011). The Recreation Division also oversees a community center and two senior centers within the city.

The Contra Costa County Library operates 26 branch libraries throughout the county. The San Pablo branch library is located at 13751 San Pablo Avenue, approximately one mile south of the project site.

Impact Analysis

- a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*
- a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

CCCFPD currently provides fire protection, medical response, and hazardous material spill response to the project site with a station 1.45 miles away. Existing fire service for the current use of the site is adequate (NFPA 2016). The proposed project would be larger than the current use, and although storage facilities do not generally require a high level of protective services, an incremental increase in need and fire services may result from the larger scale project. As described in Section 14, *Population and Housing*, the project may result in an addition of up to four employees and their families likely from the existing San Pablo population. The incremental increase in population relative to the current population would not have a significant impact on service ratios, which would remain similar to existing ratios.

The project would be required to adhere to all applicable fire codes and would be required to be approved by CCCFPD prior to project approval.

SPPD operates one police station approximately 1.1 miles away. The proposed project would be larger than the current use, and although storage facilities do not generally require a high level of protective services, an incremental increase in need of police services may result from the larger scale project. As described in Section 14, *Population and Housing*, the project may result in an addition of up to four employees and their families likely from the existing San Pablo population. The incremental increase in population relative to the current population would not have a significant impact on service ratios, which would remain similar to existing ratios. Further, the General Plan includes the following policy:

- LU-I-10: [The City will] continue to involve the Police Department in the development review process to ensure new buildings are designed with security and safety in mind.

In compliance with General Plan policy LU-I-10, the project would be required to be reviewed and approved by SPD prior to project approval.

Therefore, impacts to fire and police services would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

As described in Section 14, *Population and Housing*, the project would not introduce new residential uses and as such, would not result in direct population growth, and an incremental increase in population would be minimal and as such, would not require construction of or alteration to area schools.

In addition, pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of state-mandated school impact development fees would be considered full mitigation for potential impacts to schools as a result of project implementation. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

See Section 16, *Recreation*, for an analysis of impacts related to parks and recreation resources. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

As discussed in Section 14, *Population and Housing*, the proposed project would not involve construction of new housing and would not result in the addition of a substantial number of jobs, and therefore would not result in any substantial increase in area population or increased use of the San Pablo library or other public facilities such that the provision of expanded or new facilities would be needed. Therefore, there would be no significant impacts to the San Pablo library or other public facilities.

NO IMPACT

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16 Recreation

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

Setting

The City of San Pablo Recreation Division operates six parks spread over 17.9 acres within the city (San Pablo 2011; San Pablo 2021a). Additional parkland is provided through a joint-use agreement with the WCCUSD and Contra Costa College to allow for use of their facilities for recreation during non-school hours (San Pablo 2011). The Recreation Division also oversees a community center and two senior centers within the City. The project site is located approximately 0.6 mile north of Wildcat Canyon Regional Park, a 2,429-acre park.

Impact Analysis

- 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?*

As discussed in Section 14, *Population and Housing*, the proposed project would not involve the construction of new residences. The project would result in the incremental population increase from approximately four employees and their families, likely from the existing San Pablo population, which would minimally increase use of neighborhood parks and Wildcat Canyon Regional Park accordingly. The minor increase of use from the project’s potential population increase would be unlikely to cause substantial physical deterioration of neighborhood and regional facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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- 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?*

The proposed project would not involve the construction of recreational facilities and would not result in increased demand on nearby recreational facilities such that expansion of recreational facilities would be necessary. There would be no impact.

NO IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Much of the analysis in this section is based on a Transportation Analysis prepared for the proposed project by W-Trans in August 2021 and included as Appendix TRA.

Setting

Regional access to the site is provided by San Pablo Dam Road adjacent to the project site. San Pablo Dam Road is accessed in the project site vicinity via El Portal Drive to the east or Interstate 80 to the west. The following descriptions are provided for roadways that would provide access to the site and are most likely to serve most of the project’s generated vehicle, bicycle, and transit traffic.

Roadway Network

SAN PABLO DAM ROAD

San Pablo Dam Road is a major arterial road linking the cities of Richmond and Orinda that connects San Pablo Avenue and Interstate 80 with Highway 24. In the immediate vicinity of the project site there are continuous sidewalks on both sides of the street and the posted speed limit is 35 miles per hour. All vehicle, bicycle, and pedestrian access to the project site is provided via San Pablo Dam Road.

EL PORTAL DRIVE

El Portal Drive is an east-west, four-lane arterial roadway that extends from the intersection of El Portal Drive and San Pablo Dam Road to the intersection of El Portal Drive and San Pablo Avenue. There is no parking on either side of the street. Continuous sidewalks are provided on both sides of the street. The posted speed limit is 30 miles per hour, which is reduced to 25 miles per hour near

schools. El Portal Drive provides access to surrounding institutional uses and local commercial and residential uses and has an entrance and exit to Interstate 80.

INTERSTATE 80

Interstate 80 is an east-west transcontinental freeway that connects San Francisco to Teaneck, New Jersey. In San Pablo it serves as the primary boundary between urban San Pablo and the more rural areas to the south and east of the City, as well as to the large regional parks in the area. There is an offramp onto San Pablo Dam Road approximately 0.8 mile to the west of the project site and an offramp onto El Portal Drive approximately 0.4 mile to the north of the site.

Regulatory Setting

SB 743 and Vehicle Miles Traveled

SB 743 was signed into law by Governor Brown in 2013 and tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” It also states that alternative measures of transportation impacts may include “vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated.”

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law and started a process that changes transportation impact analysis as part of CEQA compliance. SB 743 requires the Governor’s OPR to identify new metrics for identifying and mitigating transportation impacts within CEQA. In January 2018, OPR transmitted its proposed CEQA Guidelines implementing SB 743 to the California Natural Resources Agency for adoption, and in January 2019 the Natural Resources Agency finalized updates to the CEQA Guidelines, which incorporated SB 743 modifications, and are now in effect. SB 743 changed the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (Public Resource Code, Section 21099 (b)(2)). In addition to new exemptions for projects consistent with specific plans, the CEQA Guidelines replaced congestion-based metrics, such as auto delay and level of service (LOS), with VMT as the basis for determining significant impacts, unless the Guidelines provide specific exceptions.

Contra Costa Transportation Authority Central County Action Plan

The Contra Costa Transportation Authority (CCTA) is a joint powers authority that handles short- and long-term regional transportation planning for Contra Costa County and its incorporated cities. It works with local, regional, State, and federal agencies to improve the County’s streets, highways, bicycle, and pedestrian facilities, and it provides funding for improvement projects and transportation programs. It also serves as the Congestion Management Agency for Contra Costa County, and it manages the Contra Costa Connection public transit system.

The passage of Proposition 111 in 1990 required urban counties to designate a Congestion Management Agency, whose primary responsibility is to coordinate transportation planning, funding, and other activities in a congestion management program. The CCTA has developed a congestion management program that reflects existing travel patterns and utilizes traffic analysis zones to support a travel demand model (CCTA 2019). The CCTA developed the travel demand model to support local planning efforts by forecasting traffic growth trends in traffic analysis zones that consider approved and potential projects in the immediate area.

Screening Criteria

The City of San Pablo has not yet adopted a standard of significance for evaluating Vehicle Miles Traveled (VMT). Therefore, guidance was provided by the OPR in the publication *Technical Advisory on Evaluating Transportation Impacts in CEQA* and CCTA Technical Memorandum, *VMT Analysis Methodology for Land Use Projects in Contra Costa, GMTF Review Draft* (OPR 2018; CCTA 2020).

VMT Screening Criteria

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, the following types of projects would have a less-than-significant impact under CEQA and do not require further VMT analysis:

- CEQA exemption - Any project that is exempt from CEQA is not required to conduct a VMT analysis.
- Small projects - Small projects can be presumed to cause a less-than-significant VMT impact. Small projects are defined as having 10,000 square feet or less of non-residential space or 20 residential units or less, or otherwise generating less than 836 VMT per day.
- Local-serving uses - Projects that consist of local-serving uses can generally be presumed to have a less-than-significant impact absent substantial evidence to the contrary, since these types of projects will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips that are linked to other destinations.
- Projects located in Transit Priority Areas (TPAs) - Projects located within a TPA can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. Some exempted cases will be noted.
- Projects located in low VMT areas - Residential and employment-generating projects located within a low VMT-generating area can be presumed to have a less-than-significant impact absent substantial evidence to the contrary. A low VMT area is defined as follows:
 - For housing projects: Cities, towns, and unincorporated portions within Contra Costa County that have existing home-based VMT per capita that is 85 percent or less of the existing county-wide average.
 - For employment-generating projects: Cities, towns, and unincorporated portions within Contra Costa County that have existing home-work VMT per worker that is 85 percent or less of the existing regional average.

VMT Thresholds of Significance

For projects that do not meet the screening criteria, the CCTA guidance provides the following thresholds related to VMT:

- Residential projects should use the home-based VMT per capita metric to evaluate their project generated VMT. The project-generated home-based VMT per resident constitutes a significant impact if it is higher than 85 percent of the home-based VMT per resident in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85 percent of the existing county-wide average home-based VMT per resident, whichever is less stringent.
- Employment-generating projects should use the home-work VMT per worker metric for their project-generated VMT estimates. The project-generated home-work VMT per worker constitutes a significant impact if it is higher than 85 percent of the home-work VMT per worker

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in the subject municipality or unincorporated Authority subregion (for areas outside of municipalities) or 85 percent of the existing Bay Area region-wide average home-work VMT per worker, whichever is less stringent.

- Other uses and projects need to be analyzed using a methodology developed by the lead agency specifically for the project, prepared and documented based on available data and taking into account the specific methodologies and thresholds identified in this document.
- Mixed-use projects may be analyzed using a combination of techniques described above.

Additionally, SB 743 establishes the significance of a project’s impact if it:

- Conflicts with a plan, ordinance, or policy addressing the safety or performance of the circulation system, including transit, roadways, bicycle lanes, and pedestrian paths (except for automobile level of service or other measures of vehicle delay).
- Substantially induces additional automobile travel by increasing physical roadway capacity in congested areas (i.e., by adding new mixed-flow lanes) or by adding new roadways to the network.

Impact Analysis

- a. *Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?*
- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

Trip Generation

Project trip generation was estimated using rates published by the ITE *Trip Generation Manual*, 10th Edition (Appendix TRA). The rate most closely aligned with the proposed project use would be “Mini-Warehouse” (ITE LU 151) for the self-storage portion of the project and “Shopping Center” (ITE LU 820) for the retail space of the project. The standard rates for “Mini-Warehouse” includes vehicle trips related to the operation of a self-storage facility such as for the maintenance, office operations and other services. Therefore, the proposed project is expected to generate an average of 150 net-new trips per day, including 8 trips during the a.m. peak hour and 17 during the p.m. peak hour.

Using the guidance provided by OPR and CCTA, the proposed project’s land use may be considered local-serving as the demand for self-storage services in the area are constant and the addition of a new self-storage facility would redistribute existing self-storage-based trips within the City instead of creating new trips. A quantitative approach was developed to evaluate the potential change in project related VMT (Appendix TRA). This method is summarized as follows:

- Determine the average self-storage trip length in the immediate area by measuring the distance between existing self-storage facilities and a common point near the geographic center of San Pablo (in this case City Hall [13831 San Pablo Avenue]) was used as the common point and geographic center of the City).
- Measure the trip length from the project site to the common point (San Pablo City Hall).
- If the project trip length is less than the average self-storage trip length for existing self-storage facilities, then the project may be presumed to reduce the average distance traveled for this type of use and is considered to have a less than significant VMT impact.

There are currently eight similar self-storage facilities in the vicinity within a 3-mile radius of San Pablo City Hall. The average distance between these facilities and the San Pablo City Hall is 2 miles. A map of the studied locations is given in Figure 5, and the distance to each location is provided in Table 21 below. The distance to the project site is 1.6 miles. Therefore, the project is presumed to have a less-than-significant VMT impact because the length of travel from the common reference point to the project site is less than the average distance to other existing similar personal storage facilities. Further, OPR guidance states that projects that consist of less than 50,000 square feet of retail space can be considered local-serving and presumed to have a less-than-significant impact on VMT since these kinds of land uses tend to shorten trips and reduce VMT.

Table 21 Vehicle Miles Traveled Estimates

Site Number	Facility Name	Address	Distance to City Hall (miles)
1	Public Storage	398 Carlson Blvd, Richmond	2.9
2	Budget Self Storage	3445 Collins Ave, Richmond	2.1
3	Security Public Storage	801 Madeline Rd, Richmond	2.9
4	Extra Space Storage	4031 Lakeside Dr, Richmond	2.7
5	Public Storage	3255 San Pablo Dam Road, San Pablo	1.4
6	Security Public Storage	3415 San Pablo Dam Road, San Pablo	1.7
7	Public Storage	14820 San Pablo Ave, San Pablo	1.1
8	San Pablo Mini Storage	5310 Riverside Ave, San Pablo	0.9
9	Planned Facility	2600 Moraga Road, San Pablo	1.3
Average Distance (All Sites)			1.9
Project		3516 San Pablo Dam Road, San Pablo	1.6

Source: W-Trans 2021 Transportation Analysis

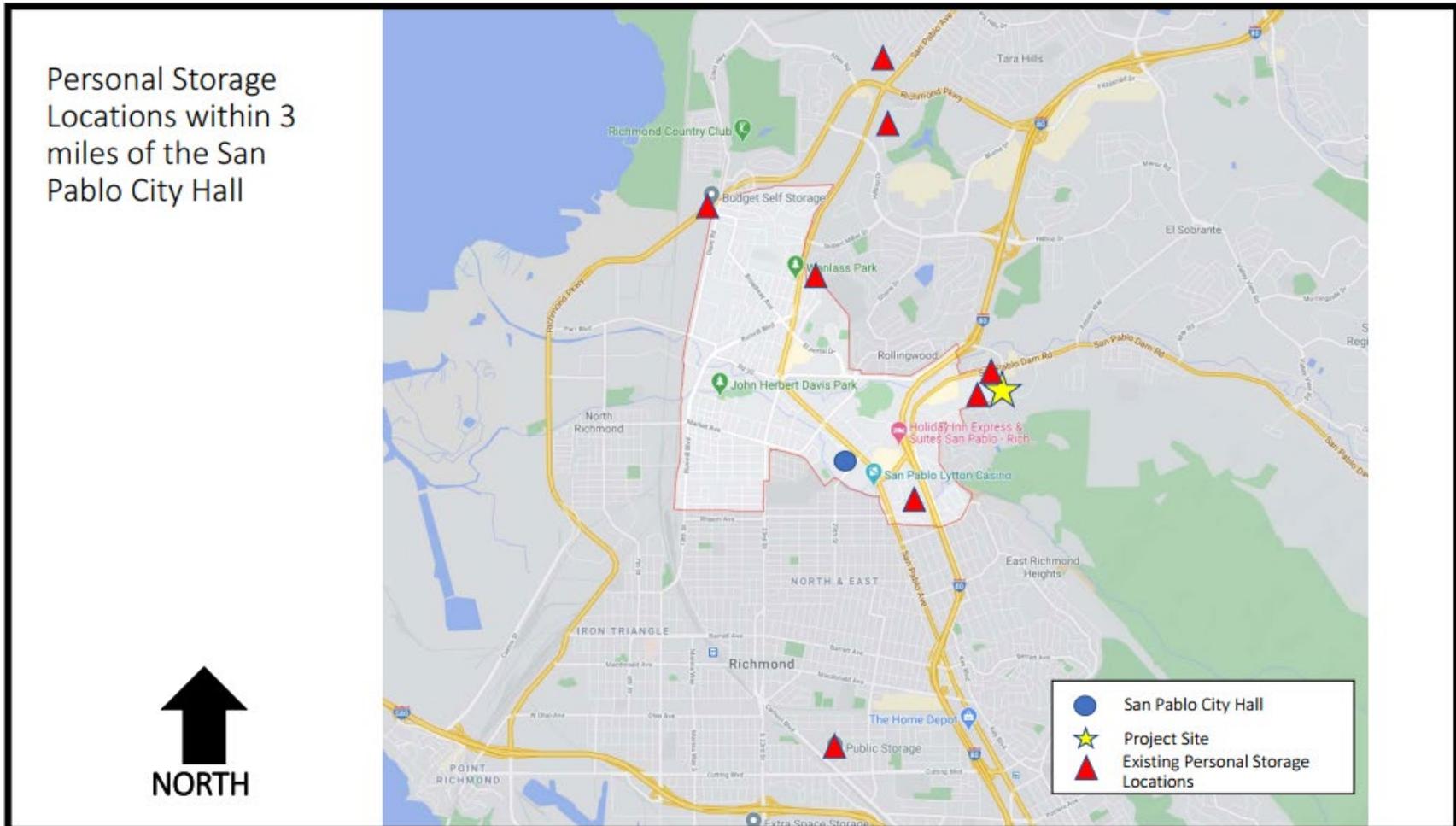
Transit, Bicycle, and Pedestrian Facilities

The proposed project would not conflict with adopted policies, plans, or programs regarding transit facilities as it would not include alterations to existing transit routes. Because construction and operations would be contained within the boundary of the project site, no changes to the existing transportation policies, plans, or programs would result, either directly or indirectly, from development on the project site.

The project would not include features that would be hazardous to bicycles nor would it generate bicycle demand that would exceed the capacity of the area’s existing bicycle network. No features are proposed that would conflict with City or regional plans, policies or ordinances pertaining to bicycle facilities or travel. New bicycle parking spaces would also be constructed on the project site. No significant impacts to bicycle facilities would occur.

The project would not include features that would be hazardous to pedestrians, nor is expected to generate pedestrian demand that would exceed the capacity of the area’s pedestrian network. There are no features proposed that would conflict with City or regional plans, policies or ordinances pertaining to pedestrian facilities or travel. No significant impacts to pedestrian facilities would occur.

Figure 5 Personal Storage Locations Within 3 Miles of San Pablo City Hall



Source: W-Trans Transportation Analysis September 2021 (See Appendix TRA)

The proposed project would not involve the obstruction, removal, or relocation of, or excessive additional demand for, existing transit, bicycle or pedestrian facilities. Impacts would be less than significant.

The proposed project would not conflict with CEQA Guidelines Section 150643 (b) as it would not exceed a VMT threshold of significance, would not be transportation project, existing models were utilized to estimate its transportation impacts, and the methodology used was standard for similar traffic analyses. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would be developed on an existing parcel that is currently used as personal storage and would not alter or affect existing street and intersection networks. The project would be required to comply with City design standards for vehicular access and circulation and the Fire Code. Compliance with these standards would prevent hazardous design features and would ensure adequate and safe site access and circulation. The proposed project would not introduce incompatible uses, including vehicles or equipment, to the site or the surrounding area. There would be no impact.

NO IMPACT

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

The project site would be accessible via two driveways on San Pablo Dam Road. The proposed project would be required to comply with all building, fire, and safety codes and development plans would be subject to review and approval by the City's Engineering Division and CCFPD. Required review by these departments would ensure the circulation system for the project site would provide adequate emergency access. In addition, the proposed project would not require temporary or permanent closures to roadways. There would be no impact.

NO IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p>Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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:</p> <p>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)?</p> <p>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? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p> <p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>	<p><input type="checkbox"/></p> <p><input type="checkbox"/></p>

AB 52 was enacted in 2015 and expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 states, “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts altering the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the CRHR or in a local register of historical resources as defined in PRC section 5020.1(k), or

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2. 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 PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified or adopted. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those having requested notice of projects proposed in the jurisdiction of the lead agency.

On August 5, 2021, the City distributed AB 52 consultation letters for the proposed project, including project information, map, and contact information to six Native American tribes. The tribal governments provided with an AB 52 consultation letter (via return receipt email) include the following list of recipients:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Confederated Villages of Lisjan
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- The Ohlone Indian Tribe

Under AB 52, Native American Tribes have 30 days to respond to request further project information and request formal consultation. The consultation period ended on September 6, 2021, and no responses were received.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is 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?*

No archaeological resources were identified within the project site during the NWIC records search and the site has been previously developed; however, the SLF search returned positive results, which increases the general sensitivity of the area for archaeological resources. Therefore, the project would have a potentially significant impact on Tribal Cultural Resources and mitigation measures would be required.

Implementation of Mitigation Measure CUL-1 would reduce impacts to archaeological resources that may qualify as Tribal Cultural Resources to less than significant by addressing unanticipated archaeological resources. No additional mitigation measures are required.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

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

Setting

Potable Water

Potable water would be provided to the project by the East Bay Municipal Utility District (EBMUD). According to the EBMUD Urban Water Management Plan, EBMUD's water supply system collects, transmits, treats, and distributes water from its primary water source, the Mokelumne River. EBMUD's secondary water supply source is local runoff from East Bay watersheds, which is then stored in terminal reservoirs within EBMUD's service area. EBMUD also has a contract with the U.S. Bureau of Reclamation for a supplemental supply from the Sacramento River in dry years. The water supply system consists of a network of reservoirs, pipelines, water treatment plants, pumping

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plants, and other distribution facilities and pipelines that convey Mokelumne River water (EBMUD 2021).

Wastewater

The City of San Pablo receives sewer and wastewater collection from the West County Wastewater District (WCWD). The sanitary sewer system currently serves around 34,000 residences and 2,500 commercial and industrial businesses within the City of San Pablo, Tara Hills, a portion of Richmond, East Richmond Heights, a portion of the City of Pinole, El Sobrante, Rollingwood, Bayview, and parts of the unincorporated county (WCWD 2021). The system owns, operates, and maintains a collection system with 249 miles of gravity sewer pipelines, 17 lift stations, 6 miles of pressure force mains, and one wastewater treatment plant (WCWD 2021). WCWD conveys all wastewater flow to its Water Quality and Resource Recovery Plant located at 2377 Garden Tract Road in Richmond. The plant has a capacity of 12.5 million gallons per day (mgd), average dry weather flow (WCWD 2021).

Stormwater

The site currently drains to existing storm drains in the adjacent roadway on San Pablo Dam Road to the north where the flow joins with the City’s stormwater system. The City participates in the Contra Costa Clean Water Program, which implements the NPDES permit throughout Contra Costa County (San Pablo 2011).

Solid Waste

Republic Services of West Contra Costa County manages the trash and recycling services for the City of San Pablo. Nearly all solid waste generated in the City is transported to and disposed of at the Golden Bear Waste Recycling Center and then to the Keller Canyon Landfill, located at 901 Bailey Road in Bay Point, or the Potrero Hills Landfill, located at 3675 Potrero Hills Lane in Suisun City. The Keller Canyon landfill comprises 1,399 acres and approximately 244 acres are permitted for disposal (California Department of Resources Recycling and Recovery [CalRecycle] 2021a). The Potrero Hills landfill comprises approximately 526 acres, approximately 340 acres of which are permitted for disposal (CalRecycle 2021b). Table 22 provides the permitted and remaining capacities of Keller Canyon and Potrero Hills landfills.

Table 22 Estimated Landfill Capacities and Closure Dates

Landfill Facility	Permitted Capacity	Remaining Capacity	Anticipated Closure Date
Keller Canyon Landfill	75,018,280 cy	63,408,410 cy	2030
Potrero Hills Landfill	83,100,000 cy	13,872,000 cy	2048

cy = cubic yards

Source: CalRecycle 2021a; 2021b

The Golden Bear Waste Recycling Center is a waste processing facility with a design capacity of 1,400 tons per day (CalRecycle 2021c). The Golden Bear Waste Recycling Center redirects waste to the Potrero Hills landfill (City of San Pablo 2011).

Other Utilities

Electric utilities are provided to the project site by PG&E and MCE as described in Section 6, *Energy*. Telecommunication services including telephone and internet services are provided by AT&T and Comcast. The project would not require the use of natural gas.

Regulatory Setting

State of California

CALIFORNIA GREEN BUILDING STANDARDS CODE

In January 2020, the State of California adopted CALGreen which establishes mandatory green building standards for all buildings in California. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include a mandatory set of guidelines, as well as more rigorous voluntary measures, for new construction projects to achieve specific green building performance levels, including:

- Reducing indoor water use by 20 percent
- Reducing wastewater by 20 percent
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris
- Providing readily accessible areas for recycling by occupant

Impact Analysis

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

Water

EBMUD's UWMP is based on growth projections for Contra Costa County through the year 2050. As determined in the UWMP, there is adequate water supply available to serve anticipated growth in Contra Costa County. The project would not directly result in more than an incremental increase in population within the City and thus, would not generate growth beyond that anticipated in the General Plan or the UWMP. The project site is currently served by potable water and would require no new connections to the EBMUD supply system. Therefore, there would be sufficient potable water supply and infrastructure to accommodate the proposed project. Project construction and operation would not require relocation or construction of new or expanded water supply facilities. Impacts would be less than significant.

Wastewater

Water quality in California is regulated by the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards. The City of San Pablo is located in the

jurisdiction of the San Francisco Bay RWQCB. Section 303(d) of the CWA requires that states identify water bodies, including bays, rivers, streams, creeks, and coastal areas, which do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL requires that all sources of pollution and all aspects of a watershed's drainage system be reviewed and set forth action plans that examine factors and sources adversely affecting water quality and identify specific plans to improve overall water quality and reduce pollutant discharges into impaired water bodies.

The proposed project would connect to the WCWD sanitary sewer system. Sanitary sewage is treated at the Water Quality and Resource Recovery Plant located in Richmond. The treatment facility discharges into the San Francisco Bay under a permit with the RWQCB. Since the Water Quality and Resource Recovery Plant is considered a publicly owned treatment facility, operational discharge flows treated at the plant would be required to comply with applicable water discharge requirements issued by the RWQCB. Compliance with conditions or permit requirements established by the City as well, water discharge requirements outlined by the RWQCB, and WCWD Code, Title 9, *Sewage and Discharge Regulations*, would ensure that wastewater discharges coming from the project site and treated by the system would not exceed applicable RWQCB wastewater treatment requirements. Moreover, the site is located in an urban area within the boundaries of the EBMUD's water system. Utility infrastructure would not require significant improvements as a result of project implementation. Therefore, the project would not result in relocation or construction of new or expanded wastewater treatment facilities, and impacts would be less than significant.

Stormwater

The stormwater collection and filtration system would not change with project implementation. The proposed project would not substantially increase the amount of impervious surfaces on the project site which is currently approximately 92 percent covered in impervious surface. As discussed in Section 10, *Hydrology and Water Quality*, the proposed project would include the construction of stormwater management areas and would be required to comply with all applicable stormwater management requirements. Therefore, the proposed project would not result in the need for new off-site stormwater drainage facilities. All site runoff would be directed to the City's existing municipal storm drainage system, which was designed to accommodate flows resulting from buildout in the project area. As described in Section 10, *Hydrology and Water Quality*, the proposed project would be subject to local policies requiring that post construction runoff volumes be less than or equal to preconstruction volumes. Therefore, expansion of the existing stormwater collection system would not be required. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if the demand for services exceeds the capacity of local providers. Telecommunications are available in the project area. Therefore, facility upgrades would not be necessary.

As described in Section 6, *Energy*, the proposed project would require approximately 0.35 GWh of electricity. The project's electricity demand would be served by PG&E (likely through MCE), which provided approximately 9,639 GWh of electricity to Contra Costa County in 2019; therefore, PG&E would have sufficient supplies for the proposed project (CEC 2021a). The project would be fully electric and would not require the use of natural gas. Improvements to existing facilities or the provision of new electricity and natural gas facilities would not be needed. The proposed project

would have a less than significant impact on local electricity, natural gas, and telecommunications providers.

LESS THAN SIGNIFICANT IMPACT

- 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?*

As described under criterion (a) above, the City's water supply is provided by EBMUD which draws its water primarily from the Mokelumne River and local runoff from East Bay watersheds. In the event of a drought where the Mokelumne River cannot serve projected customer demands, EBMUD has signed a Long-Term Renewal Contract with the U.S. Bureau of Reclamation for delivery of Central Valley Project water from the American River for emergency supplies (EBMUD 2021). EBMUD's UWMP describes that there is adequate water supply available to serve anticipated growth in San Pablo (EBMUD 2021). As described in Section 13, *Population and Housing*, the project would not generate growth beyond that anticipated in the City's General Plan. Therefore, the proposed project would be consistent with the anticipated development and growth in the General Plan and is covered by the analysis in the UWMP. EBMUD's existing water supply is sufficient to supply to the proposed project and reasonably foreseeable future, including normal, dry, and multiple dry years. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

The proposed project would generate solid waste during construction and operation. Handling of debris and waste generated during construction would be subject to SPMC Chapter 17.44, which would require the project applicant to develop a Waste Management Plan for the site. The 2019 CalGreen code requires that 65 percent of construction and demolition debris be diverted. Construction activities would generate substantial waste; however, compliance with SPMC Chapter 17.44 would aid in reaching AB 939 goals and the City's diversion requirement. Therefore, the project would not impair the attainment of solid waste reduction goals.

The project is estimated to generate approximately 471 pounds of solid waste per day (approximately 0.24 tons) or 234,000 pounds of solid waste per year (approximately 117 tons, CAPCOA 2021). Project-generated waste would be approximately 0.01 percent of Keller Canyon's daily allowable waste limit of 3,500 tons per day and would be less than 0.01 percent of Potrero Hills Sanitary Landfill's daily allowable waste limit of 4,300 tons per day (CalRecycle 2021a; 2021b). The project would be required to comply with City and State plans and policies to reduce solid waste generation, including a requirement to divert at least 50 percent of solid waste and recyclables, as required by AB 939. The project's incremental increase in solid waste would not adversely affect solid waste facilities and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Setting

The City of San Pablo is not located within a fire hazard severity zone (City of San Pablo 2011). The project site is within city limits and surrounded by existing commercial and residential development. The nearest high fire hazard severity zone is the Wildcat Canyon Regional Park, located approximately 0.4 mile southeast of the site.

Impact Analysis

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The project site is not in a California Department of Forestry and Fire Protection (CalFire) designated very high fire hazard severity zone and is located approximately 0.4-mile northwest of the nearest very high fire hazard severity zone (CalFire 2021). Although the site is located near a very high fire hazard severity zone, the proposed project would maintain its current land use and would not result in exacerbated wildfire risk as a result of project implementation. As such, project implementation would not impair an adopted emergency response plan or emergency evacuation plan; exacerbate wildfire risks; require the installation or maintenance of associated infrastructure that may exacerbate fire risk; or expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post fire slope instability, or drainage changes in or near state responsibility areas or lands classified as very high fire hazard severity zones. No impacts would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Does the project:

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| <p>a. 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?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| <p>c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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

As discussed in Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal with compliance with Mitigation Measure BIO-1, which would reduce impacts to bird species to less than significant levels with implementation.

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As discussed in Section 5, *Cultural Resources*, and Section 7, *Geology and Soils*, no historical, archaeological, or paleontological resources were identified on site. Nevertheless, the potential for the recovery of buried cultural or paleontological materials during development activities remains. Implementation of Mitigation Measure CUL-1 would reduce impacts to previously undiscovered cultural resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction. As discussed in Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measure CUL-1 would also provide steps to take in the event of an unanticipated discovery. With the implementation of this Mitigation Measure, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigations incorporated.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

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- 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)?*

Pursuant to CEQA Guidelines Section 15064(h)(3), cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Noise, and Utilities and Service Systems. As discussed in these sections, impacts (including cumulative impacts) would be less than significant or less than significant with mitigation incorporated in the case of noise. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as mineral resources and agriculture and forestry resources. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., aesthetics, hazards and hazardous materials) are site-specific by nature, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would require a Conditional Use Permit and thus be subject to review by the San Pablo Planning Commission and City Council who would be required to make findings of fact outlined in the SPMC prior to approval of the project. The project’s impacts would not be cumulatively considerable with implementation of mitigation measures.

NO IMPACT

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

The proposed project may cause temporary adverse effects on human beings through noise levels during construction, but through the use of Mitigation Measure NOI-1 during construction those impacts would be less than significant. The project would not have any other environmental effects that may cause substantial adverse effects on human beings, either directly or indirectly, and with mitigation the impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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