



City of San Pablo

CEQA Addendum

San Pablo Targeted General Plan
Update and Housing Element Project

February 2024

Introduction

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the San Pablo 2030 General Plan Certified Environmental Impact Report (State Clearinghouse [SCH] No. 2008082069, certified April 22, 2011) (2030 GP EIR) sufficiently addresses the potential impacts of the proposed San Pablo Targeted General Plan Update Project (Proposed Project), or whether additional documentation and analysis is required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] § 21000, et seq.).

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached Addendum has been prepared to evaluate the proposed project. Consistent with the thresholds used by the lead agency in the previous EIR, the attached Addendum uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines but provides answer columns for evaluation consistent with the provisions of CEQA Guidelines Section 15162, subd. (a).

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an Addendum to a previously certified Environmental Impact Report (EIR) or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164, subd. (a)).

An Addendum need not be circulated for public review but can be included in or attached to the previous EIR or ND (CEQA Guidelines § 15164, subd. (c)). The decision-making body shall consider the Addendum with the previous EIR prior to making a decision on the proposed project (CEQA Guidelines § 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines § 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required or allowed under CEQA unless, based on substantial evidence:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the ND was adopted . . . shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or ND;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or ND;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, § 15162, subd. (a); see also PRC § 21166).

This Addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required. This Addendum addresses the conclusions of the San Pablo 2030 General Plan Certified Environmental Impact Report (hereinafter referred to as the “2030 GP EIR”) in light of the Proposed Project.

FINDINGS

There are no substantial changes proposed by the Proposed Project or under the circumstances in which the Proposed Project would be undertaken that would require major revisions of the 2030 GP EIR. The Proposed Project does not require preparation of a new subsequent or supplemental EIR due to either (1) the involvement of new significant environmental effects, (2) a substantial increase in the severity of previously identified significant effects, or (3) new information of substantial importance. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible. Applicable mitigation measures from the Certified 2030 GP EIR are identified and discussed in this Addendum.

As illustrated herein, the Proposed project is consistent with and within the scope of the 2030 GP EIR and would involve only minor changes, therefore, an Addendum is appropriate and required CEQA compliance for the proposed project.

CONCLUSIONS

The impacts of the Proposed Project remain within the impacts previously analyzed in the 2030 GP EIR (CEQA Guidelines § 15164).

Project Description

INTRODUCTION

This Initial Study evaluates the potential environmental impacts of implementing a targeted update to the San Pablo General Plan 2030 (General Plan 2030), which involves amendments to the Housing, Community Health and Environmental Justice, and Safety Elements required to ensure compliance with State law. The General Plan 2030 was adopted in 2011 and an accompanying Environmental Impact Report (EIR) was certified on April 18, 2011 (SCH # 2008082069). That EIR described and disclosed the environmental effects associated with implementation of General Plan 2030, adopted by the City Council to guide development within the City limit through the year 2030. As evaluated in the 2011 EIR, the Plan incorporates goals and policies intended to support economic development and fiscal stability; improve community health and safety; promote equitable job and housing opportunities; and foster creation of a network of parks and trails within easy access of home for San Pablo residents.

Pursuant to the California Environmental Quality Act (CEQA) Section 15164, an addendum to a previously certified EIR may be prepared if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. Accordingly, the primary purpose of this evaluation is to determine, on the basis of substantial evidence, if one or more of the following conditions are met:

1. Substantial changes are proposed as part of the proposed update that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
2. Substantial changes have occurred with respect to circumstances under which the proposed update is undertaken (i.e., a significant change in the existing or future condition) that would result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and/or
3. New information of substantial importance indicates that the proposed update result in a new significant environmental effect or a substantial increase in the severity of previously identified significant effects.

Pursuant to Section 15367 of the CEQA Guidelines, the City of San Pablo will be the Lead Agency for purposes of environmental review.

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PROJECT LOCATION

San Pablo is a thriving community with a diverse population, situated within the western portion of Contra Costa County, inland from the eastern shore of San Pablo Bay. The city is surrounded on three sides by the City of Richmond and on its fourth by the unincorporated community of El Sobrante. Interstates 80 (I-80) separated the city into east and west portions. San Pablo is roughly bounded north along San Pablo Avenue to Richmond Country Club, northeast to the Rollingwood residential area, east towards Alvarado Park near San Pablo Dam Road, west towards Giant Road and the Union Pacific Railway tracks, and south towards Costa Avenue, as shown on Figure 1.

San Pablo is served by six regional bus routes that provide connections to BART (Bay Area Rapid Transit) and Amtrak rail stations as well as to the Richmond Passenger Ferry Terminal. BART provides service to San Francisco as well as Contra Costa, Alameda, San Francisco, and San Mateo counties from the Richmond BART/Amtrak station. Amtrak offers service to cities across California, including San Jose, Santa Barbara, Los Angeles, and San Diego. Regional and local bus services in the City of San Pablo are provided by the Alameda-Contra Costa Transit District (AC Transit) and Western Contra Costa County Transit (WestCAT), while heavy and commuter rail services are provided by the BART and Amtrak via the Richmond station about 1.5 miles south of San Pablo. The Richmond Ferry also provides regional service between the Richmond Ferry Terminal and downtown San Francisco. AC Transit Route 74 connects the Richmond Ferry Terminal to several bus stops in San Pablo. Additionally, the City also has designated truck routes to reduce truck through traffic from impacting residential streets by restricting certain trucks to Routes of Regional Significance, identified in the Countywide Transportation Plan.

BACKGROUND AND PRIOR ENVIRONMENTAL ANALYSIS

Existing Conditions

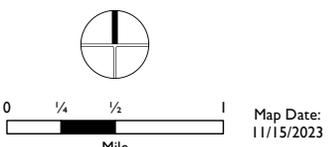
The existing structure of San Pablo is defined by I-80, which physically divides the City into two distinct sections: a larger area to the west, characterized by an older, urban scale of medium-density development on small, relatively flat lots with a gridded roadway pattern; and a smaller, hillier, and more suburban, largely residential area to the east. The two sections are linked only by San Pablo Dam Road. The City's commercial and retail corridors are located in the center of the planning area, along San Pablo Avenue, 23rd Street, and El Portal Drive. These corridors are surrounded by residential neighborhoods, schools, and other institutional uses. There are industrial uses in and adjacent to the southwestern part of the City, along Giant Road and portions of Rumrill Boulevard to the east of the Burlington Northern Santa Fe (BNSF) railroad. This area is currently occupied by a mix of warehouses, salvage yards, and wholesalers.

Due to the historic pattern of urban development in the City, open space and parkland space remain scarce in San Pablo. The largest public park is John Herbert Davis Park, which is 11.4 acres with developed recreational facilities including two baseball fields and one open field used for soccer or football. Significant recreational open spaces are also provided at Rumrill Sports Park, at Wanlass Park, and along the Wildcat Creek trail. The City also includes undeveloped land designated as open space located east of San Pablo Dam Road, on the sloped hills toward Hillcrest Road and further to the south in the East Bay Regional Park District's Wildcat Canyon Regional Park and the historic Alvarado Park.

Figure I: Planning Area



-  City Limit
-  Interstate Highway
-  BART Rail
-  Urban Limit Line
-  San Pablo Avenue
-  Railroad
-  Urbanized Land
-  Major Road
-  Open Space



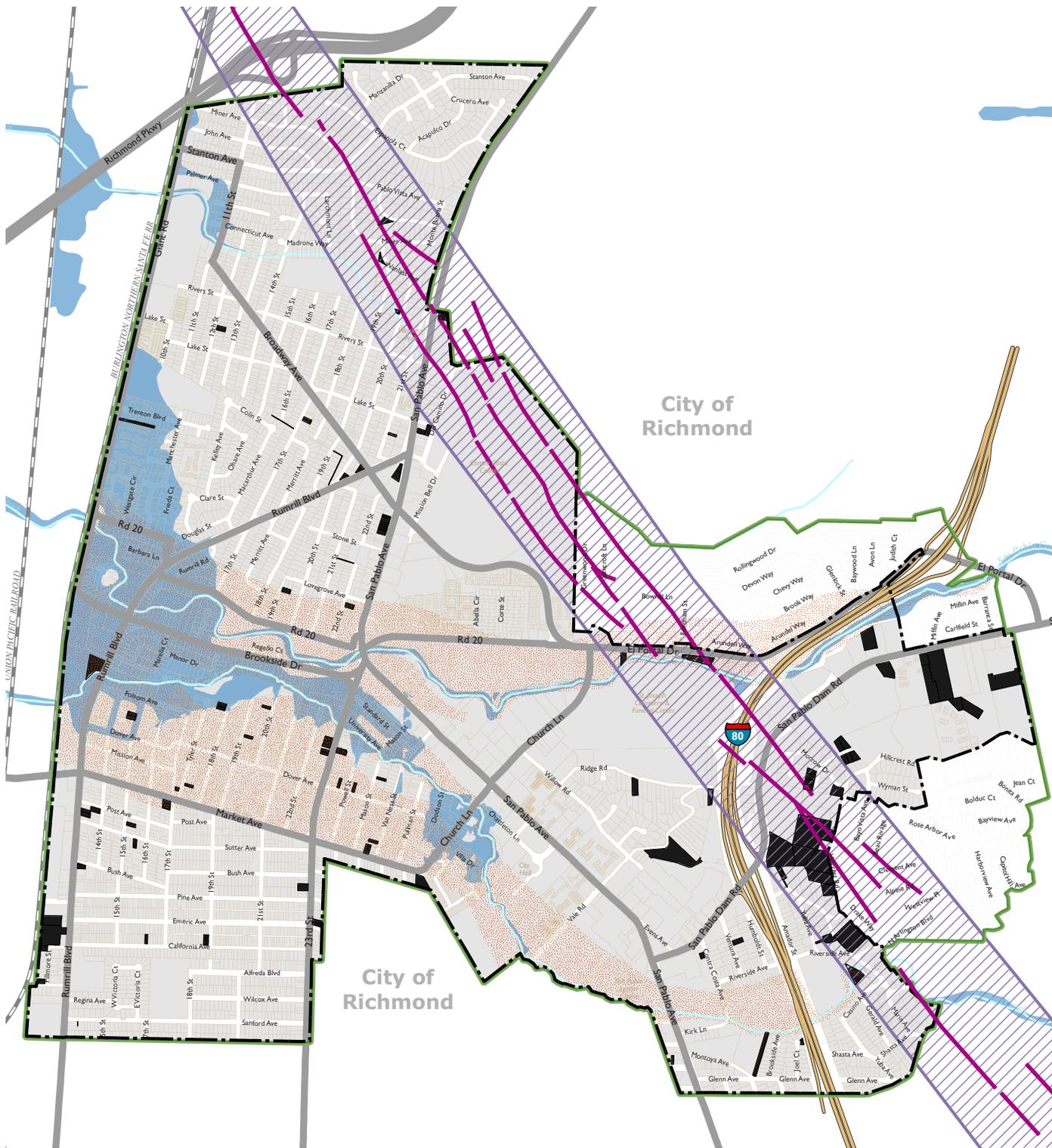
SOURCE: City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

San Pablo is a largely built out city and there is relatively little vacant land available for new development. Only 2.2 percent of the total land area in the city was vacant in 2021, and as shown in Figure 2, much of that land is in areas of environmental hazard. These hazards include the North Hayward Fault, which runs directly through the northern and eastern part of the city, as well as areas of flood risk and very high liquefaction risk located in proximity to the San Pablo and Wildcat creeks. An earthquake fault zone approximately 1,500 feet wide has been established around the trace of the North Hayward Fault. Given the high risk of ground-shaking and surface rupture within the zone, residential construction is not permitted in order to protect public safety and minimize the potential for loss of life and property. Residential construction is permitted within the 100-year flood plain and areas of liquefaction risk, subject to the regulatory standards of the California Building Code designed to ensure adequate protection.

Residential areas comprise over 45 percent of land within the City limit, primarily concentrated in small lot single-family neighborhoods. Approximately 78 percent of the residential land in San Pablo is developed with single-family homes, while 8 percent is developed with multi-family homes and 1.4 percent with mobile homes. The city's major commercial corridors, however, offer significant potential for redevelopment with residential and job-generating uses. Today, these corridors are typically lined with older buildings and low-slung strip mall developments with large areas of surface parking. Recognizing the potential for redevelopment to help further community priorities for economic development, housing choice, and improved quality of life, the City has designated three corridor segments as Priority Development Areas (PDAs), making them eligible for regional grant funding to support planning and public investment in transportation and utility infrastructure which in turn will help attract private investment to achieve the envisioned land use pattern and growth. Shown on Figure 3, the three PDAs are:

- San Pablo Avenue PDA - This PDA spans the full length of San Pablo Avenue as it passes through the city. A specific plan was adopted in 2011 to guide the redevelopment of the 261-acre area, envisioning several new mixed-use districts centered around key community services and regional destinations, like Contra Costa College and Lytton Casino. There are three entitled but as yet unconstructed projects in this PDA, which will see construction of 255 new high density multi-family units.
- 23rd Street PDA - This PDA extends the full length of 23rd Street from Brookside south to the City limit, encompassing an area of 22 acres. A specific plan was adopted in 2007 to provide a long-term strategy for the revitalization of 23rd Street by facilitating mixed use infill development on vacant and underutilized parcels, fostering a safe and pedestrian-friendly streetscape, and supporting the vitality of neighborhood businesses. While the area has significant potential for new housing development, almost no construction has occurred in the last 15 years.
- Rumrill Boulevard PDA - Rumrill Boulevard is a major four-lane community corridor that extends north from San Pablo's southwestern City limit to connect with Broadway and San Pablo Avenue. The southern portion of the corridor between Brookside and Costa is designated as a PDA, currently identified as an Employment Focus Area in Plan Bay Area and projected to see 22 new households and 194 jobs added by 2040. A community wide survey conducted in 2022 identified strong community support for the incorporation of high density housing in the Rumrill PDA and the City has received grant funding for preparation of a Corridor Plan to guide revitalization of the area and incorporate strategies to foster transit-oriented development, enhance regional equity, and bring mobility, housing, and economic development opportunities to a diverse community in need.

Figure 2: Environmental Hazards and Constraints

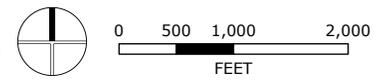


■ Vacant Land

Environmental Hazards

- Hayward Fault
- ▨ Alquist Priolo Zones
- Very High Liquefaction
- 100 Year Flood Zone

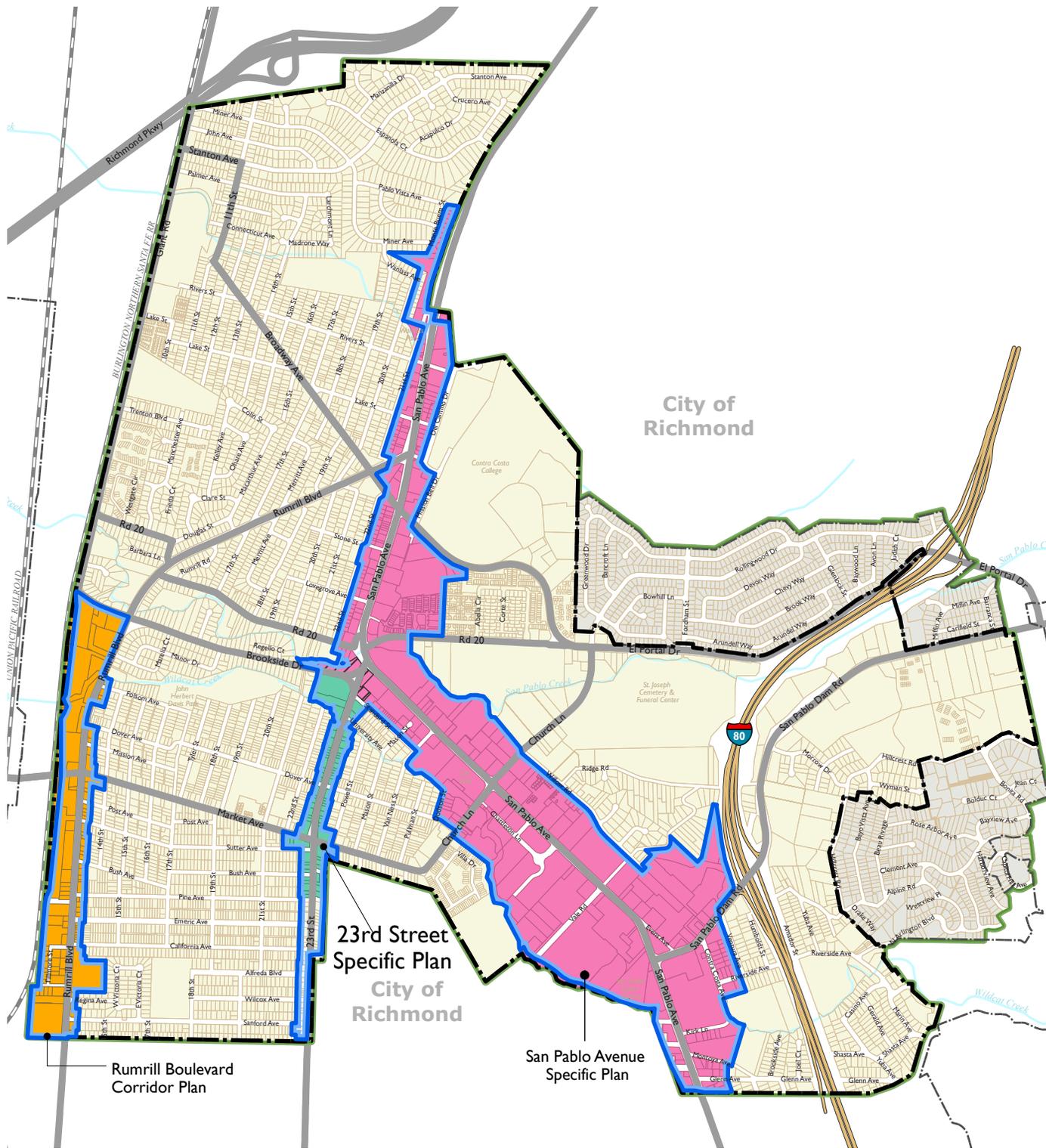
- ▭ City Limits
- ▭ Sphere of Influence
- Major Highway
- Major Roads
- Railroads



SOURCE: City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

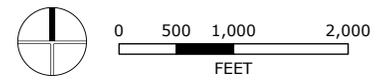
DYETT & BHATIA
 Urban and Regional Planners
 Date: 11/15/2023

Figure 3: Priority Development Areas



- Priority Development Area (PDA)
- SPI - 23rd Street Specific Plan
- SP2 - San Pablo Avenue Specific Plan
- 23rd Street/San Pablo Avenue Overlap
- Rumrill Blvd Corridor Plan

- City Limits
- Sphere of Influence
- Major Highway
- Major Roads
- Railroads



SOURCE: Plan Bay Area 2040, MTC, ABAG; Metropolitan Transportation Commission (MTC), July 2017; City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

The City has also adopted a PDA Overlay District into the Zoning Code, which permits residential development at between 20 and 60 dwelling units per acre on all sites in the district. Additional standards for height and development density are also established, and the standards of the PDA overlay prevail in cases of conflict with the base designation.

GENERAL PLAN 2030

Adopted in 2011 as a comprehensive update to the City's 1996 General Plan, General Plan 2030 is composed of goals, policies, a land use diagram, and other graphic figures and maps (e.g., open space systems, a transportation network, and public facilities) to guide future development within the City's boundaries, through the year 2030. The Plan included the seven elements required by State law at the time of adoption: Land Use, Circulation, Housing, Open Space, Conservation, Noise, and Safety. The Housing Element was adopted concurrently with the General Plan but was contained in a separate volume. The Plan also included four optional elements of importance to the community: Economic Development; Growth Management; Health; and Parks, Schools, Community Facilities and Utilities.

Key Features of the General Plan 2030

Based on the planning objectives that were set forth, nine key features emerged as the General Plan took shape. These initiatives were large-scale themes that address the planning objectives. The maps and policies in the General Plan were structured around these key initiatives.

- **Integrating economic development into the General Plan.** The Economic Development Element brought a strategy for economic growth into the General Plan and underscored the City's goals for fiscal health, a strong regional center, and job creation.
- **Pedestrian and Bicycle-Friendly Community.** The General Plan established a comprehensive set of principles and strategies to enhance the existing pedestrian and bicycle system and promote a well-integrated and coordinated network to parks, schools and neighborhood retail.
- **Community Facilities.** The General Plan responded to community desires for family-oriented community facilities through new land use designations, such as Mixed Use Center South that allows community uses to develop among residential and retail development, and direction for impact fees to fund improvements.
- **Safety and Health.** In response to community feedback, the General Plan aims to improve health and safety through greater cooperative efforts with the Police Department as well as by transportation planning, encouraging healthy-living through food strategies, equitable job and housing opportunities, and safety through community design.
- **Parks and Open Space.** City officials and residents alike recognize the need for more parks in San Pablo and the proposed Plan sets out to achieve this with a network of community parks, neighborhood parks and trails to provide recreational areas in close proximity to residents.

Key Features of the Fifth Cycle Housing Element

San Pablo's Fifth Cycle Housing Element covering the period from 2015 to 2023 outlined a plan to accommodate a total of 449 new housing units, with 265 of those units for households making above moderate income, 75 units for households making moderate income, 53 units for low-income households and 65 units for very low income households. The Fifth Cycle Housing Element identified adequate sites, with an 825-unit development capacity, including accessory dwelling units (ADUs), sufficient to meet its assessed share of the regional housing need at that time with a buffer. The sites inventory was organized

into High Density and Medium & Low-Density sites. High Density sites were generally located along San Pablo Avenue, Church Lane, and City Hall, whereas Medium & Low-Density sites are located along 23rd Street, near City Hall, and across San Pablo. Key strategies to achieve RHNA included redevelopment of underutilized or transitional uses, as well as amendments to Zoning Ordinance to reflect land use priorities and consistency with density standards in the General Plan 2030.

Projected Buildout of General Plan 2030

Growth projections for the 2030 General Plan anticipated a total of 34,950 residents, 11,510 homes, and 8,510 jobs at buildout in 2030. Buildout projections assumed an average household size of 3.1 persons per primary dwelling unit and 1.5 persons per secondary units. The 2030 GP EIR analyzed the potential environmental impacts of projected buildout in 2030. A full list of significant impacts and mitigation measures from the 2030 General Plan EIR is included in Appendix A to this document.

PROPOSED PROJECT

The Proposed Project is a targeted update to General Plan 2030 that involves amendments to the Housing, Safety, and Community Health and Environmental Justice Elements as required for compliance with State law. The Housing Element update involves comprehensive revisions to the Fifth Cycle Housing Element, undertaken to accommodate the City's share of the regional housing need and address new State law. To help maintain internal consistencies as required by State law, updates to the Community Health and Environmental Justice Element and Safety Elements were undertaken in parallel. Following is a summary of the planning process and the key components of the Proposed Project.

Planning Process

The City employed a range of public outreach and engagement strategies to solicit meaningful community input that has informed the Proposed Project. These strategies included community-wide surveys, virtual forums, focus group discussions, stakeholder interviews, and pop-up outreach at popular locations around town. A summary of these engagement activities is described below:

- **Community Planning Survey.** A citywide survey was conducted from December 28, 2021, to February 21, 2022. The survey provided opportunities for residents, business owners, and people who work or go to school in San Pablo to help identify appropriate locations for housing as well as to provide input on key policy topics. In total, 262 people participated and respondents strongly supported adding new, higher density housing along the community's major arterial corridor.
- **Housing Focus Group** - A focus group discussion with affordable housing developers and service providers was conducted in January 2022 to learn more about opportunities and challenges from the developer perspective, get input on housing needs and constraints, and discuss what the City can do to facilitate the production of affordable housing.
- **Housing Survey** - An online survey in English and Spanish was distributed to the community online from June to mid-July 2020 to gather feedback on the community's key issues with housing and their priorities for future housing-related work. A total of 198 survey responses were collected, including 173 responses from the English version of the survey and 25 responses from the Spanish version of the survey.
- **Targeted Stakeholder Interviews** - Strategic Economics interviewed various public agencies, nonprofit organizations, and developers to gather information on affordable housing needs and

resources in San Pablo/Contra Costa County, as well as opportunities and constraints to residential development in San Pablo/Contra Costa County. In total, nine stakeholder interviews were held.

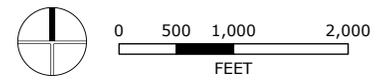
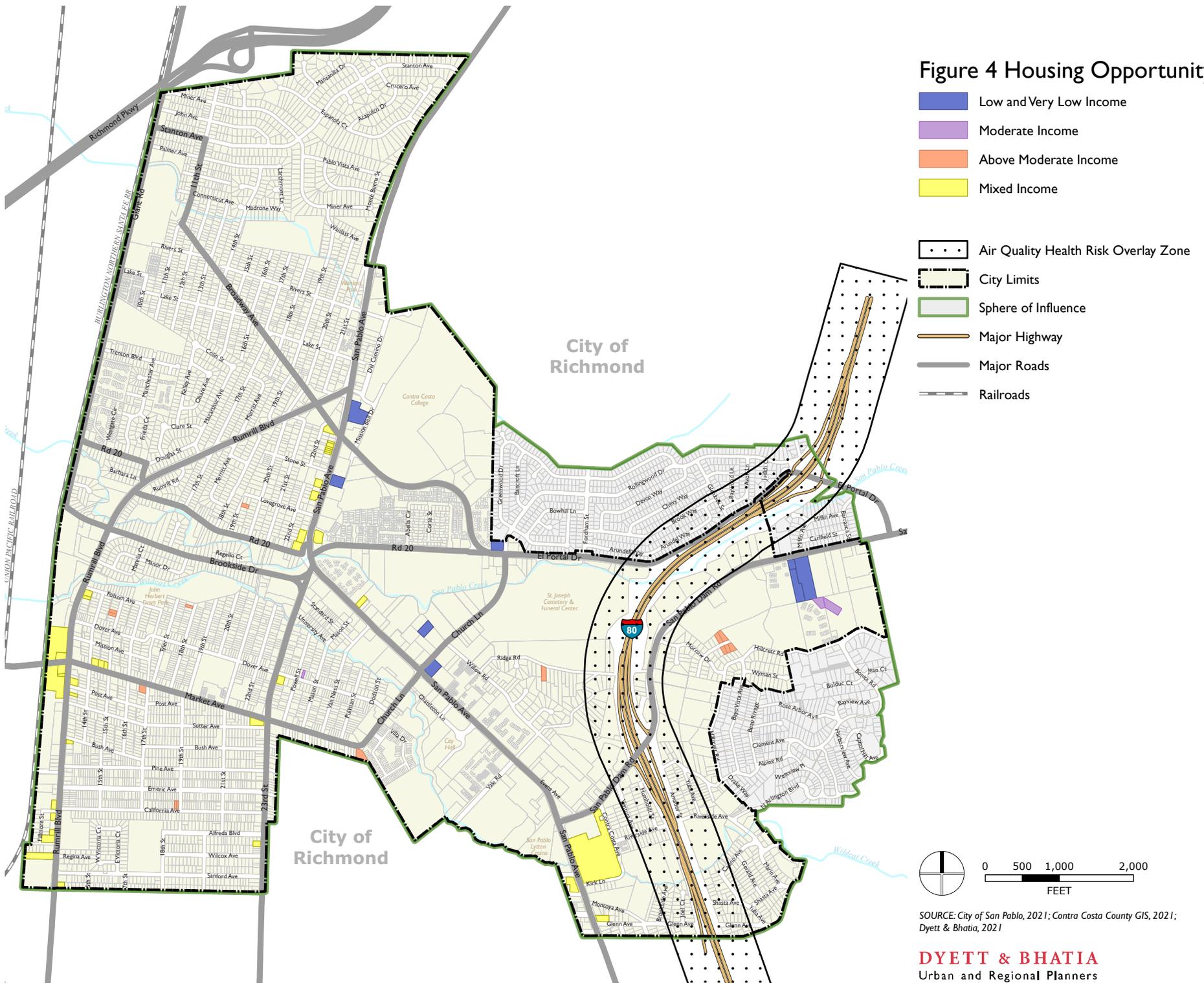
- **Affordable Housing Forums** - The City of San Pablo, in collaboration with Strategic Economics, the San Pablo Economic Development Corporation, the Housing Authority of Contra Costa County (HACCC), and Contra Costa County, hosted two virtual “Affordable Housing Forums” open to the San Pablo community, in both English and Spanish. The Affordable Housing Forums served to inform San Pablo residents about existing and upcoming resources/programs available to them from the City, County, Housing Authority and State, as well as provide San Pablo residents the opportunity to ask questions about existing and upcoming programs and initiatives.
- **Environmental Justice Pop-Up Outreach** – The City of San Pablo held two environmental justice outreach events at the San Pablo Community Hall and Kidd Manor, an affordable senior housing facility, on separate occasions to better here from residents of San Pablo’s Disadvantaged Communities about issues, opportunities, and priorities to be addressed through the General Plan and Housing Element Update process. Feedback has informed the policies and programs in both the Housing and Health and Environmental Justice Elements. A total of 48 community members participated in these events, including older adults, Spanish-speaking community members, adolescents, and disabled community members.
- **Public Review Period** - The First Draft Housing Element was released for a 30-day public review period on August 19, 2022. Public hearings for review of the Draft Housing Element were held before the Planning Commission on August 30th and before the City Council on September 19th. During the public comment period, two comment letters were received – one from East Bay Municipal Utilities District and one from YIMBY, which generally expressed support for the content of the Draft.
- **Decision-Maker Review** - Following review of the Draft by the California Department of Housing and Community Development (HCD), public hearings will be scheduled for review and adoption of the Housing Element.

Principal Components of Proposed Project

Housing Element

The proposed Sixth Cycle Housing Element outlines a plan to facilitate construction of at least 746 new homes by 2031, which is the City's assessed share of the regional housing need. The new housing would be constructed on sites throughout San Pablo, as shown on Figure 4, with the majority to be located within the San Pablo Avenue, 23rd Street, and Rumrill PDAs. High density housing would be focused along key commercial corridors in proximity to transit and services, while smaller scale housing, including single-family homes, duplexes, triplexes, fourplexes, and accessory dwelling units (ADUs) would be encouraged on sites in established residential neighborhoods. No rezoning is needed to accommodate RHNA; however, the Housing Element includes programs proposing zoning changes necessary to remove regulatory constraints on housing construction and ensure consistency with new State law. These programs include:

Figure 4 Housing Opportunity Sites



SOURCE: City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

Addendum

City of San Pablo Targeted General Plan Update and Housing Element Project

- Program 1-C which involves repealing or revising the 23rd Street Specific Plan to Permit residential uses by right in either a standalone or mixed-use format, eliminate requirements for ground floor retail and replace with regulatory or process incentives, and establishing objective standards for live/work units so that they can be provided without the need for a conditional use permit;
- Program 1-D which involves amending standards to incorporate provisions for lots in the R4 and CMU zones that do not meet the requirements for minimum parcel size;
- Program 1-E which involves providing incentives for small lot consolidation in PDAs;
- Program 1-J which involves incentives “missing middle” housing, such as reducing or waiving processing fees if the new lots and units are designated for the affordable housing development; and
- Program 1-K which involves developing objective standards for ministerial review, as required by the Housing Accountability Act and other State requirements (e.g. urban lot splits under SB 9 and expedited ministerial review pursuant to SB 35).

Additionally, the proposed Housing Element incorporates strategies to incentivize and promote ADU production, such as reduced parking requirements in proximity to transit stops; streamlined processing, or technical assistance (Program 1-O); encourage co-housing, eco-housing, manufactured housing (Programs 1-M and 1-N); and increase the feasibility of residential development in the PDAs, potentially including increased credits for mixed use development, proximity to transit, and implementation of Transportation Demand Management (TDM) incentives by residential projects (Program 1-F).

Other programs in the proposed Sixth Cycle Housing Element address rental assistance for those at risk of homelessness, preserving the existing affordable housing stock, promoting home-sharing and tenant matching, amending regulations to allow SRO units to be occupied by two persons, providing low interest loans for home rehabilitation, and updating the municipal code for consistency with new State law regarding emergency shelters, employee housing, residential care facilities, and transitional and supportive housing.

The Housing Element is organized into four chapters with background data and information in a series of appendices as described below:

- Chapter 1 – Introduction: Provides an introduction to the purpose of the document and the legal requirements for a Housing Element, together with an overview of the community and the community involvement process.
- Chapter 2 – Community Profile: Documents population characteristics, housing characteristics, and current development trends to inform the current housing state of San Pablo and to identify community needs.
- Chapter 3 – Adequate Sites for Housing: An inventory of adequate sites suitable for construction of new housing sufficient to meet needs at all economic levels.
- Chapter 4 – Housing Action Plan: Articulates housing goals, policies, and programs to address the City’s identified housing needs, including those of special needs groups and the findings of an analysis of fair housing issues in the community. This Housing Element identifies a foundational framework of five overarching goals to comprehensively address the housing crisis and needs of San Pablo residents.
- Appendix A – Sites Inventory: Summarizes the City’s ability to accommodate the RHNA on available land, and the selection of sites in light of Affirmatively Furthering Fair Housing (AFFH) requirements.
- Appendix B – Housing Needs Assessment: Presents community demographic information, including both population and household data, to identify San Pablo’s housing needs.
- Appendix C – Constraints Analysis: Includes an analysis of constraints to housing production and maintenance in San Pablo. Constraints include potential market, governmental, and environmental

limitations to meeting the City's identified housing needs. In addition, an assessment of impediments to fair housing is included, with a fuller analysis of actions needed to affirmatively further fair housing included in a separate appendix.

- Appendix D – Fair Housing Assessment: Identifies fair housing issues and solutions to meet San Pablo's AFFH mandate.
- Appendix E – Accomplishments of the 2015-2023 San Pablo Housing Element: Summarizes the City's achievements in implementing goals, policies, and actions under the previous Housing Element.
- Appendix F - Includes outreach materials, summaries and a description of how community and stakeholder input has been reflected in the Housing Element.

Safety & Noise Element

State law (Government Code 65302(g)(5)) requires that the Safety Element identify residential developments in any hazard area identified in the safety element that do not have at least two emergency evacuation routes. The area of San Pablo southeast of I-80 is adjacent to the Wildcat Canyon area identified as a Very High Fire Hazard Zone and is the most at risk from natural hazards. Accordingly, the City's Safety and Noise Element has been updated to identify available evacuation routes for the area, which include Hillcrest Road, Morrow Drive, Alpine Road, and Arlington Boulevard. Additionally, as a strategy to improve outbound evacuation traffic flow during an evacuation, policy direction regarding manual traffic control at the intersections and temporary roadway signage has been incorporated.

Community Health & Environmental Justice Element

State law (Government Code 65302(h)(1) through (4)) also requires that California cities and counties identify disadvantaged communities within territory covered by the general plan and adopt an Environmental Justice Element with goals and policies to reduce the unique or compounded health risks in disadvantaged communities, promote civic engagement in the public decision-making process, and prioritize improvements and programs that address the needs of disadvantaged communities. The Health Element of the 2030 General Plan, one of the first in California, already addresses many of the requirements for the Environmental Justice Element, incorporating policies related to healthy transportation and physical activity; healthy food access and equity; and access to public services. Accordingly, to ensure full compliance with State law new data, maps, and policies have been added to the Health Element, which is being renamed Community Health and Environmental Justice.

Amendments incorporated include:

- Inclusion of a map identifying the seven Census tracts in San Pablo designated as Disadvantaged Communities (DACs) by the State, pursuant to Senate Bill 535. Encompassing all of the western part of the city and most of the south, these tracts experience an elevated level of pollution exposure relative to the statewide median, and their socio-demographic profile means the residents are more susceptible to adverse health outcomes.
- Current data regarding the socio-demographic conditions in San Pablo that contribute most to disparities in opportunity, including poverty, low educational attainment, and linguistic isolation, as well as prevalent public health issues.
- Policies to increase tree canopy coverage in residential areas and establish cooling centers to help mitigate the adverse health impacts from the projected increase in extreme heat events and average daily summertime temperatures. These policies address an approximately 30-degree difference projected between the hottest and coolest areas of the City, and localized urban heat islands include

Helms Middle School, Lifelong Emergency Medical Clinic, and the industrial/commercial center between Giant Highway and Center Street.

- Policies to ensure continued focus on improving air quality and public health through regional collaboration.
- Policies to help bridge the "digital divide" in San Pablo, where 12.2 percent of the population either has no computer in their home or has a computer but lacks an internet subscription. These policies include pursuing partnerships to provide public Wi-Fi in certain parks or public areas, as well as expanding mobile-friendly and non-digital communication with residents.
- Policies to promote place-based community revitalization, safe and sanitary housing, and improve neighborhood quality of life, including requirements for reducing human health risk from diesel-powered construction equipment.
- A strategy to prioritize investments in DACs, which includes the preparation of a Corridor Plan for Rumrill Boulevard to improve environmental conditions, economic opportunities, and housing choices along a segment of the corridor that runs between Brookside and Costa, designated as a PDA.

BUILDOUT PROJECTIONS

Table 1 summarizes the total number of housing units that can be accommodated in the 2023-2031 planning period in the Housing Element, with a breakdown by Regional Housing Needs Allocation (RHNA) category. The location of the sites is shown on Figure 4. No rezoning is needed to accommodate RHNA; however, programs identifying zoning changes necessary to facilitate development of housing sites and ensure consistency with new State law have been incorporated into the Housing Action Plan (Chapter 4). Table 1 also shows projected ADU production at all affordability levels, based on the annual rate of ADU permitting in San Pablo since 2018 and the findings of the ADU affordability study completed by the Association of Bay Area Governments (ABAG). There is sufficient capacity to meet RHNA obligations at all levels of affordability with a substantial buffer to ensure the City can navigate the no net loss provisions of State law in the event that sites do not develop as projected.

Table 1: San Pablo Sites Inventory - Summary

	Low/Very Low	Moderate	Above Moderate	TOTAL UNITS
Vacant SFR	0	9	47	56
MFR in San Pablo Ave PDA	161	145	340	646
MFR in 23rd St PDA	0	9	19	28
MFR in Rumrill Blvd PDA	0	91	211	302
MFR in Outside of PDAs	158	24	14	196
Pipeline	213	8	174	395
Subtotal	532	286	805	1623
ADU	40	20	6	66
TOTAL	572	306	811	1689
RHNA	273	132	341	746
BUFFER	+299	+174	+470	+943

Source: 2023-2031 City of San Pablo Housing Element

Based on population and housing estimates from the California Department of Finance (DoF) for 2023, the latest available data, there were 31,301 residents, 9,604 households, and 9,971 housing units in San Pablo. The latest available employment data is from the U.S. Census, which indicates that in 2021 there were 5,749 jobs in the city in 2021. Assuming an average household size of 3 persons and a vacancy rate of 3.7 percent consistent with DoF estimates, the addition of 1,689 new housing units projected for the 2023-31 planning period in the Draft Housing Element would result in 36,182 residents, 11,231 households, and 11,660 homes in 2031, as shown in Table 2. Assuming 2,610 new jobs consistent with ABAG projections and the increment of growth assumed in the 2030 GP EIR, there would be 8,359 jobs in the city in 2031. This represents 150 housing units more than analyzed in the 2030 GP EIR, but 151 fewer jobs than previously analyzed. Accordingly, buildout of the Proposed Project would result in a substantially similar increment of growth as analyzed in the 2030 GP EIR.

Table 2: Population, Housing Units, Households, and Jobs at General Plan Buildout¹

	Existing (2023)	Additional	Buildout (2031)
Population	31,301	4,881	36,182
Households	9,604	1,627	11,231
Housing Units	9,971	1,689	11,660
Jobs	5,749	2,610	8,359

Source: California Department of Finance; U.S. Census, 2023

¹ State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023 and U.S. Census Bureau, Center for Economic Studies, LEHD, 2023.

Environmental Analysis

CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines § 15162). The questions posed in the checklist come from Appendix G of the CEQA Guidelines. The following topics are evaluated in accordance with current CEQA Guidelines:

- Aesthetics, Light, and Glare
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Geology, Seismicity, and Soils
- Energy and Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems
- Wildfire
- CEQA Required Conclusions

For reach resource category, the checklist summarizes the findings of the 2030 GP EIR; the relationship of the Proposed Project's potential impacts to the findings of the 2030 GP EIR; applicable standards and mitigations; and the resulting level of significance. Analysis to support the determinations are provided together with a discussion of the conclusion relating to the analysis.

AESTHETICS

Aesthetics <i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Have a substantial adverse effect on a scenic vista?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP LU-I-45, OSC-I-2, OSC-I-7	Less than Significant
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP LU-I-45, OSC-I-2, OSC-I-7	Less than Significant
c. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality; or	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Housing Element Program I-K	Less than Significant
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-I-7	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 1a

The 2030 GP EIR notes that there are no regional scenic features or formally designated scenic roadways in San Pablo. Given that the development under the General Plan 2030 would be required to comply with design guidelines and General Plan policies that are intended to maintain and improve the overall scenic quality of San Pablo, the 2030 GP EIR found that implementation of the 2030 General Plan would result in less than significant impacts related to scenic vistas. Development under the Proposed Project would also be required to comply with existing General Plan policies that would reduce the impact, such as 2030 General Plan Policy LU-I-45 that would protect the semi-rural character of the hillside area through the integration and balance of usable open space areas and residential uses, as well as Policy OSC-I-2 that would identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources. New development from the Proposed Project would be designed to minimize obstructions of scenic vistas and preserve or enhance important attributes of view corridors. Therefore, as with the 2030 General Plan, impacts to scenic vistas under the Proposed Project would be less than significant.

Criterion 1b

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would result in a less than significant impact related to degradation of scenic views within designated State scenic highways, as there are no designated State scenic highways within the Planning Area. Therefore, similar to the 2030 General Plan, the Proposed Project would not result in a significant impact related to degradation of scenic views within designated State scenic highways.

Criterion 1c

The 2030 GP EIR found that implementation of the 2030 General Plan would result in less than significant impacts related to the creation of significant contrasts related to visual character, as adherence to the City's design guidelines and the additional standards in the 2030 General Plan governing design and character would ensure compatibility with existing character.

Based on the CEQA guidelines, in urbanized areas such as the Planning Area, significant impacts related to conflicts with applicable zoning and other regulations governing scenic quality would result if the Proposed Project was inconsistent with applicable zoning and other regulations governing scenic quality. The Proposed Project would focus new development and redevelopment primarily within the San Pablo Avenue, 23rd Street, and Rumrill PDAs, with additional single-family and ADU development in established neighborhoods. Development under the Proposed Project would be required to comply with the standards in the San Pablo Zoning Code, including new objective standards that would be adopted by the City Council pursuant to Program 1-K of the 2023-31 Housing Element, which calls for the adoption of objective standards to help streamline project approvals. Compliance with zoning standards would ensure that impacts would be less than significant, as with the 2030 General Plan.

Criterion 1d

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would result in a less-than-significant impact related to the creation of new source of substantial light or glare, as General Plan policies (including PSCU-I-7) and existing regulations would reduce the potential for new or significant sources of light pollution or glare in San Pablo to a less than significant level. Development under the Proposed Project would also be required to comply with General Plan policy and applicable regulations,

including the standards in Chapter 17.56 of the San Pablo Municipal Code, which include requirements for nuisance prevention, maintenance, shielding, maximum height, and level of illumination. Therefore, similar to the 2030 General Plan, the Proposed Project would not result in a significant impact related to substantial light or glare.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of impacts identified, nor would it result in new significant impacts related to aesthetics that were not identified in the 2030 GP EIR. Since the approval of the 2030 General Plan, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts pertaining to these impact categories would be expected to emerge or previously identified impacts would become more severe.

AGRICULTURAL RESOURCES

Agricultural Resources	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
<p>Would the project:</p> <p>a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?;</p>	Scoped out	<input type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
<p>b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	Scoped out	<input type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
<p>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</p>	Scoped out	<input type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Agricultural Resources	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g));					
d. Result in the loss of forest land or conversion of forest land to non-forest use; or	Scoped out	<input type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
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.	Scoped out	<input type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 2a-2e

Section 3.1 Land Use of the 2030 GP EIR noted that based on data from the California Department of Conservation, there is no Farmland, Williamson Act lands, or land protected for agriculture uses in San Pablo; buildout of the 2030 General Plan and land use changes would focus growth on existing urban infill sites. Circumstances and conditions have not changed². As such, impacts would be the same as under the 2030 GP EIR and less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 General Plan, implementation of the Proposed Project would not substantially increase the severity of any impacts

² California Department of Conservation, 2022. California Important Farmland Finder. Available: <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed: January 2, 2024.

identified in the 2030 GP EIR, nor would it result in new significant impacts related agricultural resources that were not identified in the 2030 GP EIR. Further, since the certification of the 2030 GP EIR, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to result or previously identified impacts would become more severe.

AIR QUALITY

Air Quality	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
a. Conflict with or obstruct implementation of the applicable air quality plan;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP LU-I-1, GME-I-3, GME I-5, C-I-12, C-G-6, C-G-7, C-I-27, C-I-29, C-I-30, C-G-4, GME-G-3, C-I-25, C-I-27, C-I-1, C-I-13, C-I-15, C-I-20, GME-G-1, GME-G-3, GME-G-4, LU-I-1, LU-I-16, HEA-I-11 , OSC-I-17, OSC-I-18	Less than Significant
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;	Significant and Unavoidable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP OSC-G-7, OSC-I-20, OSC-I-23, OSC-I-24, OSC-I-25, OSC-I-26	Less than Significant
c. Expose sensitive receptors to substantial pollutant concentrations;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Health and EJ Element Policy HEA-I-38; 2030 GP OSC-I-18, OSC-I-19; BAAQMD Regulation 11, Rule 2	Less than Significant

Air Quality	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people;	Not analyzed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Appendix B Air Quality and Greenhouse Gas Emissions includes a detailed summary of the data used in this analysis.

Criterion 3a

The 2030 GP EIR analyzed air quality impacts under Section 3.3, *Air Quality*. The EIR determined that implementation of the General Plan would be consistent with goals and control measures of the Clean Air Plan, and impacts would be less than significant.

A project that would not support the 2017 Clean Air Plan’s goals would not be considered consistent with the plan. On an individual project basis, consistency with Bay Area Air Quality Management District (BAAQMD)’s quantitative thresholds is interpreted as demonstrating support for the 2017 Clean Air Plan’s goals. The Proposed Project would facilitate construction of high density housing along key commercial corridors in proximity to transit and services, while placing smaller scale housing, including single-family homes, duplexes, triplexes, fourplexes, and accessory dwelling units on sites in established residential neighborhoods. By focusing development in established areas next to existing transit and services, development facilitated by the Proposed Project would reduce the use of personal vehicles and subsequent mobile emissions than if development were placed further from transit and services.

In addition, development facilitated by the Project would be required to comply with the latest Title 24 regulations, including requirements for residential indoor air quality. The analysis is based on compliance with 2022 Title 24 requirements (individual projects developed under the plan would be required to comply with the most current version of Title 24 at the time of project construction). These requirements currently mandate Minimum Efficiency Reporting Value (MERV) 13 (or equivalent) filters for heating/cooling systems and ventilation systems in residences (Section 150.0[m]) or implementation of future standards that would be anticipated to be equal to or more stringent than current standards. Therefore, the Project would improve air quality compared to development farther from transit and services through reducing VMT per capita compared to the existing condition and would protect public health through stringent requirements for MERV-13 filters or equivalent indoor air quality measures, which would be consistent with the primary goals of the 2017 Clean Air Plan.

The project’s consistency with applicable control measures in the 2017 Clean Air Plan is shown in Table 3.

Table 3: Proposed Project Consistency with Applicable 2017 Plan Control Measures

<i>Clean Air Plan Control Measures</i>	<i>Consistency</i>
Transportation	
<p>TR9: Bicycle and Pedestrian Access and Facilities. Encourage planning for bicycle and pedestrian facilities in local plans, e.g., general and specific plans, fund bike lanes, routes, paths and bicycle parking facilities.</p>	<p>Consistent: The Proposed Project would locate higher density residential development in proximity to employment, shopping, transit, recreation, and other services. Goal C-G-5 of the San Pablo General Plan 2030 aims to develop a safe and comprehensive bicycle and pedestrian network. Policies C-I-14 and C-I-15 call for expanding the bicycle system and routes. Policies C-I-21 and C-I-23 of the San Pablo General Plan 2030 would complete and enhance the pedestrian network and provide pedestrian facilities. By placing future residents in proximity to bicycle lanes and pedestrian facilities, the project would facilitate pedestrian and bicycle circulation and minimize automobile trip generation.</p>
Energy	
<p>EN2: Decrease Electricity Demand. Work with local governments to adopt additional energy-efficiency policies and programs. Support local government energy efficiency program via best practices, model ordinances, and technical support. Work with partners to develop messaging to decrease electricity demand during peak times.</p>	<p>Consistent: Future development facilitated under the Project would be required to comply with San Pablo General Plan 2030 Policy OSC-I-26, which requires the promotion of energy efficiency in architectural design for new construction. Additionally, the Housing Element includes Goal H-5, which calls for proactive energy conservation and waste reduction in all residential neighborhoods. Housing Element Policy 5-1 promotes energy conservation programs and incentives and Policy 5-2 encourages the incorporation of energy conservation design features in existing and future residential development. Policy 5-3 encourages the use of building placement, design, and construction techniques that promote energy conservation, including green building practices, the use of recycled materials, and the recycling of construction and demolition debris.</p>
Buildings	
<p>BL1: Green Buildings. Collaborate with partners such as KyotoUSA to identify energy-related improvements and opportunities for on-site renewable energy systems in school districts; investigate funding strategies to implement upgrades. Identify barriers to effective local implementation of the CALGreen (Title 24) statewide building energy code; develop solutions to improve implementation/enforcement. Work with ABAG's BayREN program to make additional funding available for energy-related projects in the buildings sector. Engage with additional partners to target reducing emissions from specific types of buildings.</p>	<p>Consistent: Future development facilitated by the Proposed Project would be required to comply with the energy and sustainability standards of Title 24 (including the California Energy Code and CALGreen). For example, the current CALGreen standards require a minimum 65 percent diversion of construction/demolition waste. Additionally, Housing Element Policy 5-3 encourages the use of building placement, design, and construction techniques that promote energy conservation, including green building practices, the use of recycled materials, and the recycling of construction and demolition debris.</p>
Water	

WR2: Support Water Conservation. Develop a list of best practices that reduce water consumption and increase on-site water recycling in new and existing buildings; incorporate into local planning guidance.

Consistent: Future development requiring new or expanded water service would be required to comply with the East Bay Municipal Utility District’s (EBMUD) water efficiency regulations, which include water use restrictions and water efficient irrigation rules.

As shown in Table 3, the Proposed Project would be consistent with the applicable measures in the 2017 Clean Air Plan as development would be required to comply with the latest Title 24 regulations and would increase density in urban areas, allowing for greater use of alternative modes of transportation. Development facilitated by the Proposed Project does not contain elements that would disrupt or hinder implementation of a 2017 Clean Air Plan control measures. Therefore, the project would conform to this determination of consistency for the 2017 Clean Air Plan and would not result in new or substantially more significant impacts than those identified in the 2030 GP EIR.

Criterion 3b

The 2030 GP EIR analyzed criteria pollutant emissions under Section 3.3, *Air Quality*. The analysis determined that implementation of the proposed San Pablo General Plan could result in an increase in VMT at a rate that would exceed the rate of population increase, which would exceed the BAAQMD plan-level threshold. The EIR discussed how General Plan policies would assist in reducing VMT and thus reducing emissions; however, impacts were assessed as significant and unavoidable.

Criteria Air Pollutant Emissions – Construction

Construction activities such as demolition, grading, construction worker travel, delivery and hauling of construction supplies and debris, and fuel combustion by on-site construction equipment would generate pollutant emissions. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants, particularly during site preparation and grading. The extent of daily emissions, particularly reactive organic gases (ROG) and nitrogen oxides (NO_x) emissions, generated by construction equipment, would depend on the quantity of equipment used and the hours of operation for each project. The extent of Particulate Matter - Fine (PM_{2.5}) and Particulate Matter (PM₁₀) emissions would depend upon the following factors: 1) the amount of disturbed soils; 2) the length of disturbance time; 3) whether existing structures are demolished; 4) whether excavation is involved; and 5) whether transporting excavated materials offsite is necessary. Dust emissions can lead to both nuisance and health impacts.

BAAQMD also identifies screening sizes of development projects in the BAAQMD CEQA Guidelines that apply to development projects in San Pablo and throughout BAAQMD’s jurisdiction. Development projects that are below the screening size are assumed to have less-than-significant impacts. Development projects that are larger than the screening size are required to demonstrate that the construction phase of the project would not exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines. If construction-related criteria air pollutants are determined to have the potential to exceed the BAAQMD thresholds of significance, as identified in the BAAQMD CEQA Guidelines, project applicants would be required to incorporate project-specific mitigation measures to reduce air pollutant emissions (e.g., NO_x, ROG, PM₁₀, PM_{2.5}) during construction activities to below the thresholds. Development of future projects would be subject to the City’s standard CEQA review process and would be required to assess project-specific emissions in relation to the BAAQMD significance thresholds if they exceed the BAAQMD screening sizes. Additionally, the BAAQMD recommends implementation of nine Basic Best Management Practices for Construction-Related Fugitive Dust Emissions to reduce fugitive dust levels that projects

population versus VMT based on VMT modeling (Kittleston & Associates 2023). Population under the Project would increase at a rate of 15 percent, while VMT would increase at a rate of 6 percent. Therefore, under the Proposed Project, the VMT per capita is more efficient than the existing condition. This would result in a less than significant impact per the BAAQMD threshold, and the project would not result in new or substantially more significant impacts than those identified in the 2030 GP EIR.

Table 4: Increase in Population Compared to VMT Under Proposed Project

Scenario	Existing (2023)	Project (2031)	Net Increase	Percent Change
Population	31,301	36,182	4,881	15%
Vehicle Miles Traveled	321,683	342,214	20,531	6%

Source: Kittleston & Associates, 2023

Criterion 3c

The 2030 GP EIR analyzed TACs under Section 3.3, *Air Quality*. Citing implementation of land use diagrams to identify health risk overlay zones around existing and planned sources of toxic air contaminants (TACs) and policies to require site-specific project design improvements to reduce public health risks for projects within a health risk overlay zone, impacts were determined to be less than significant. The EIR did not analyze construction TAC emissions.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. The entire SFBAAB is in conformance with State and federal CO standards, as indicated by the recent air quality monitoring. There are no current exceedances of CO standards within the air district and the Bay Area has not exceeded CO standards since before 1994.³ For 2019, the Bay Area’s reported maximum 1-hour and average daily concentrations of CO were 5.6 ppm and 1.7 ppm respectively (BAAQMD 2019).⁴ These are well below the respective 1-hour and 8-hour standards of 20 ppm and 9 ppm. Given the ambient concentrations, which includes mobile as well as stationary sources, a project in the Bay Area would need to emit concentrations three times the hourly maximum ambient emissions for all sources before project emissions would exceed the 1-hour standard. Additionally, the Proposed Project would need to emit seven times the daily average for ambient concentrations to exceed the 8-hour standards. Typical development projects, even plan level growth, would not emit the levels of CO necessary to result in a localized hot spot. Therefore, impacts to CO hotspots would be less than significant, and the Proposed Project would not result in new or substantially more significant impacts than those identified in the 2030 General Plan EIR.

Toxic Air Contaminants

Construction

Development facilitated by the Proposed Project would result in DPM exhaust emissions from off-road, heavy-duty diesel equipment associated with site preparation (e.g., excavation, grading, clearing), building construction, and other miscellaneous construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM, as discussed below, outweighs the potential

³ BAAQMD only has records for annual air quality summaries dating back to 1994.

⁴ Data for 2019 was used as the data for 2020 and 2021 are not currently available.

non-cancer⁵ health impacts.⁶ Generation of DPM from construction typically occurs in a single area for a short period of time. Construction of development facilitated by the Project would occur over approximately seven years but use of diesel-powered construction equipment in any one area would likely occur for no more than a few years for an individual project and would cease when construction is completed in that area. It is not possible to quantify risk without identified specific project details and locations, as impacts would vary based on location, intensity, construction methods, and other project-specific factors. For example, a project proposing construction of a small-scale building on an infill site over a six-month construction period would generally have less impacts than a large-scale development on an undeveloped site with a two-year construction period.

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. According to the California Office of Environmental Health Hazard Assessment (OEHHA), 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 development.⁷ BAAQMD uses an exposure period of 30 years.⁸

The maximum PM10 and PM2.5 emissions would occur during demolition, site preparation and grading activities, which would only occur for a portion of the overall construction duration. PM10 and PM2.5 emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment.

To identify and reduce potential risk exposure to nearby sensitive receivers during the construction of individual projects facilitated by the Proposed Project, projects would be required to comply with Policy HEA-I-38 of the Health and Environmental Justice Element Update that would require certain projects to conduct an HRA for construction activities. In addition to the above policy, future projects facilitated by the project would also be required to be consistent with the applicable 2017 Clean Air Plan, BAAQMD regulatory requirements and control strategies, and the CARB In-Use Off-Road Diesel Vehicle Regulation, which are intended to reduce emissions from construction equipment and activities. Therefore, construction-related TACs exposure impacts would be less than significant, and the project would not result in new or substantially more significant construction impacts than those identified in the 2030 General Plan EIR

⁵ Non-cancer risks include premature death, hospitalizations and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function.

⁶ California Air Resources Board (CARB), 2021. Overview: Diesel Exhaust & Health. Available: <https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health>. Accessed April 2023.

⁷ Office of Environmental Health Hazard Assessment (OEHHA), 2015. Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Available: <https://oehha.ca.gov/air/crnrr/notice-adoption-air-toxics-hot-spots-program-guidance-manual-preparation-health-risk-0>. Accessed: April 2023.

⁸ Bay Area Air Quality Management District (BAAQMD). 2016. Resolution Adopting a Greenhouse Gas Reduction Goal and Commitment to Develop a Regional Climate Protection Strategy. Available: https://www.baaqmd.gov/~/_media/files/board-of-directors/adopted-resolutions/2013/2013-11.pdf?la=en&rev=cec111dbf84b419d89751bfbc59419f. Accessed: April 2023.

Operation

In the Bay Area, there are several urban or industrialized communities where the exposure to TACs is relatively high in comparison to others. According to the 2017 BAAQMD CEQA Guidelines (Figure 5-1)⁹, most of the city is located in an impacted community for 24-hour PM_{2.5} due to its proximity to the freeway, rail, and industry. TACs are emitted into the air from a wide range of sources in the Bay Area, including diesel engines, cars, trucks, industrial processes, and gas stations.¹⁰ Residences do not typically include new stationary sources onsite, such as emergency diesel generators. Therefore, operation of development facilitated by the Proposed Project would not involve these uses; therefore, it is not considered a source of TACs. However, if residences did include a new stationary source onsite, it would be subject to BAAQMD Regulation 2, Rule 2 (New Source Review) and require permitting. This process would ensure that the stationary source does not exceed applicable BAAQMD health risk thresholds. Additionally, BAAQMD employs the Community Air Risk Evaluation (CARE) Program, which applies strategies to reduce health impacts in impacted communities.¹¹ CARE is currently activated in San Pablo since it is an impacted community.

Future development would be required to comply with San Pablo General Plan 2030 Policy OSC-I-18, which calls for the City to work with BAAQMD to develop and implement a Community Risk Reduction Plan (CRRP) to address the exposure of sensitive populations to toxic air contaminant emissions in San Pablo. Policy OSC-I-19 requires that a 500-foot Air Quality Health Risk Overlay Zone be maintained on either side of I-80 within the Planning Area to protect sensitive receptors from toxic air emissions. Within this overlay, approval of new sensitive land uses must be avoided and permitted projects are required to include site-specific project design improvements (such as higher-performance windows and HVAC systems) in order to reduce public health risks associated with poor air quality in these locations. Therefore, operational impacts from TAC emissions would be less than significant, and the Project would not result in new or substantially more significant operational impacts than those identified in the 2030 General Plan EIR.

Asbestos

BAAQMD Regulation 11, Rule 2 is intended to limit asbestos emissions from demolition or renovation of structures and the associated disturbance of asbestos-containing waste material generated or handled during these activities.¹² The rule addresses the national emissions standards for asbestos along with some additional requirements. The rule requires the Lead Agency and its contractors to notify BAAQMD of any regulated renovation or demolition activity. This notification includes a description of structures and methods utilized to determine whether asbestos-containing materials are potentially present. All asbestos-containing material found on the site must be removed prior to demolition or renovation activity in accordance with BAAQMD Regulation 11, Rule 2, including specific requirements for surveying, notification, removal, and disposal of material containing asbestos. Therefore, individual projects that

⁹ Bay Area Air Quality Management District (BAAQMD) 2017. Final 2017 Clean Air Plan. Adopted April 19, 2017.

<https://www.baaqmd.gov/~media/files/planning-and-research/plans/2017-clean-air-plan/attachment-a-proposed-final-cap-vol-1-pdf.pdf?la=en>. Accessed: April 2023.

¹⁰ BAAQMD. 2023. 2022 CEQA Thresholds and Guidelines Update. Available: <https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines>. Accessed: April 2023.

¹¹ BAAQMD. 2022. Community Air Risk Evaluation Program. Available: <https://www.baaqmd.gov/community-health/community-health-protection-program/community-air-risk-evaluation-care-program>. Accessed: April 2023.

¹² BAAQMD. 2017. California Environmental Quality Act: Air Quality Guidelines. San Francisco, CA. May 2017. Available: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en. Accessed: April 2023.

comply with Regulation 11, Rule 2 would ensure that asbestos-containing materials would be disposed of appropriately and safely. By complying with BAAQMD Regulation 11, Rule 2, thereby minimizing the release of airborne asbestos emissions, demolition activity would not result in a significant impact to air quality. Per the BAAQMD Guidelines, because BAAQMD Regulation 11, Rule 2 is in place, no further analysis about the demolition of asbestos-containing materials is needed in a CEQA document.¹³ Therefore, the Proposed Project would not result in new or substantially more significant impacts than those identified in the 2030 General Plan EIR.

Criterion 3d

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust both during normal use and when idling. However, these odors would be temporary and transitory and would cease upon completion. Therefore, construction of development facilitated by the Project would not generate objectionable odors affecting a substantial number of people. Table 5 below provides BAAQMD odor screening distances for land uses with the potential to generate substantial odor complaints. Those uses include wastewater treatment plants, landfills or transfer stations, refineries, composting facilities, confined animal facilities, food manufacturing, smelting plants, and chemical plants. Since the Proposed Project would only include residential development, none of the uses identified in Table 5 would occur on the sites. Development facilitated by the Proposed Project would not generate objectionable odors affecting a substantial number of people during operation, and impacts would be less than significant. Therefore, the Proposed Project would not result in new or substantially more significant impacts than those identified in the 2030 General Plan EIR.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related to air quality. Since the approval of the 2030 General Plan, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

Table 5: BAAQMD Odor Source Thresholds

<i>Odor Source</i>	<i>Minimum Distance for Less than Significant Odor Impacts (in miles)</i>
Wastewater Treatment Plant	2
Wastewater Pumping Facilities	1
Sanitary Landfill	2
Transfer Station	1
Composting Facility	1
Petroleum Refinery	2
Asphalt Batch Plant	2
Chemical Manufacturing	2
Fiberglass Manufacturing	1
Painting/Coating Operations	1

¹³ Ibid.

<i>Odor Source</i>	<i>Minimum Distance for Less than Significant Odor Impacts (in miles)</i>
Rendering Plant	2
Coffee Roaster	1
Food Processing Facility	1
Confined Animal Facility/Feed Lot/Dairy	1
Green Waste and Recycling Operations	1
Metal Smelting Plants	2

Source: BAAQMD, 2023

BIOLOGICAL RESOURCES

Biological Resources	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
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;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP OSC-G-3, OSC-G-4, OSC-G-5, OSC-I-4, OSC-I-5, OSC-I-6, OSC-I-7, OSC-I-10, OSC-I-11, OSC-I-12, OSC-I-20,	Less than Significant
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	SN-I-36, SN-I-37, SN-I-38, PSCU-I-34	Less than Significant

Biological Resources <i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
and Wildlife or U.S. Fish and Wildlife Service;					
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP LU OSC-G-3, OSC-I-4, OSC-I-6, OSC-I-20, SN-I-6, SN-I-7. In addition, policies listed under impacts 4a and 4b would also help reduce this impact to less than significant.	Less than Significant
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;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP SN-I-13. In addition, policies listed under impacts 4a, 4b, and 4c would also help reduce this impact to less than significant.	Less than Significant
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Biological Resources Would the project:	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
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?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 4a

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would have a less than significant impact on species identified as a candidate, sensitive, or special status species, as habitat for sensitive species (monarch butterfly, California red-legged frog, the western pond turtle, the San Pablo song sparrow, and the Bridges coast range shoulderband snail) is limited within the urbanized context of the City of San Pablo. The Proposed Project would facilitate infill housing construction in previously developed areas, primarily along key commercial corridors in proximity to transit and services, while placing smaller scale housing, including single-family homes, duplexes, triplexes, fourplexes, and accessory dwelling units on sites in established residential neighborhoods. The Proposed Project does not involve development along the creeks. As with the 2030 GP EIR, development pursuant to the Proposed Project would be required to comply with the following General Plan policies which would reduce potential impacts on special-status species possibly present in San Pablo would be reduced to less-than-significant levels : OSC-G-3, OSC-G-4, OSC-G-5, OSC-I-4, OSC-I-5, OSC-I-6, OSC-I-7, OSC-I-10, OSC-I-11, OSC-I-12, OSC-I-20, SN-I-36, SN-I-37, SN-I-38, and PSCU-I-34. These policies protect and enhance wetlands, creek systems, and rare and endangered species and their habitats, as well as protect water supply and quality through conservation and good stormwater management practices. Additionally, the policies call for the City to coordinate with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Game, and Regional Water Quality Control Board to ensure City staff is providing developers with the best guidance and standards for project design to avoid impacts to creeks, wetland features, woodlands, or other sensitive natural features. There have been no changes in circumstances or new information such that new or more substantially severe impacts to special status species would result. Thus, similar to the findings in the 2030 GP EIR, the Proposed Project would result in less than significant impact to special status species.

Criterion 4b

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would have a less than significant impact on riparian habitats or other sensitive natural communities. Riparian corridors

associated with both San Pablo Creek and Wildcat Creek are identified as sensitive natural communities by the CNDDB and Significant Ecological Resource Areas by the Contra Costa County General Plan. Potential impacts on riparian habitats or other sensitive natural communities are possibly present in San Pablo Creek and Wildcat Creek would be reduced to less-than-significant levels through General Plan policies listed under Criterion 4a. These policies prohibit the use of invasive plant species, such as pampas grass and ivies, adjacent to wetlands, riparian areas, or other sensitive habitat. As described above, the Proposed Project would facilitate housing construction in previously developed areas, primarily along key commercial corridors in proximity to transit and services, while placing smaller scale housing, including single-family homes, duplexes, triplexes, fourplexes, and accessory dwelling units on sites in established residential neighborhoods. The Project does not involve development in riparian areas along the creeks. There have been no changes in circumstances or new information such that new or more substantially severe impacts to special status species would result. Thus, similar to the findings in the 2030 GP EIR, the Proposed Project would result in less than significant impact to riparian habitats or other sensitive natural communities.

Criterion 4c

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would have a less than significant impact on state of federally protected wetlands. The Planning Area contains streams and associated riparian habitat, San Pablo Creek, Wildcat Creek, Rheem Creek, and an unnamed tributary. Potential impacts on wetlands are possibly present as development and redevelopment of property within the City of San Pablo could increase surface runoff and could increase seasonal flows within the creeks which could impact the jurisdictional waters. However, new development and redevelopment involving 5,000 square feet or more would be required to comply with Provision C.3 of the San Francisco Bay Regional Water Quality Control Board's Municipal Regional Stormwater Permit. Provision C.3 requires site designs for new developments and redevelopments to minimize the area of new roofs and paving by implementing best management practices. Runoff should be dispersed to landscaping where possible. Where feasible, pervious pavements can be used so that runoff can infiltrate to the underlying soil. Remaining runoff from roofs and pavement must be treated using bio-retention. In some developments, the rates and durations of site runoff must also be controlled. In addition, project applicants must execute agreements to maintain stormwater treatment and flow-control facilities in perpetuity. Individual developments under the Proposed Project would also be required to comply with these requirements, which would limit increases in runoff to the maximum extent practicable.. Thus, similar to the findings in the 2030 GP EIR, the Proposed Project would result in less than significant impact on wetlands and other jurisdictional waters.

Criterion 4d

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would have a less than significant impact on migratory fish or wildlife species. While implementation of the 2030 General Plan has the potential to affect migratory and breeding birds through building collisions and increases in nighttime lighting, the Planning Area is an urbanized area with buildings and nighttime lighting. The anticipated development intensification due to the implementation of the 2030 General Plan would not substantially increase building heights or night lighting levels beyond those that now exist such that a substantial increase in bird strikes or disruption of migratory patterns would result. Further, General Plan policy PSCU-I-7 would work to reduce the overall impact of light pollution and glare as noted in Aesthetics Impact 1d, which would help to ensure that lighting for new development is held to high design standards for light pollution reduction. Additionally, the San Pablo Municipal Code Chapter 17.56 regulates lighting to balance the safety and security needs for lighting with the City's desire to preserve dark skies and to ensure that light trespass and glare have negligible impact on surrounding property especially residential, roadways, and animals. There have been no changes in circumstances or new information such that new or more substantially severe impacts to migratory fish and wildlife species would result. Thus, similar to the

findings in the 2030 GP EIR, the Proposed Project would result in less than significant impact to migratory fish and wildlife species.

Criteria 4e-4f

The 2030 GP EIR determined that the adoption and implementation of the 2030 General Plan would have a less than significant impact on conflict with local policies, ordinances, an adopted Habitat Conservation Plan (HCP), or Natural Community Conservation Plan (NCCP) as there are no HCPs nor HCCP within the Planning Area. Since the adoption of the 2030 GP EIR, there have been no adopted HCP, NCCP, or no changes in circumstances or new information such that new or more substantially severe impacts to the conflict of regulations would result.¹⁴ Development from the Proposed Project comply with the City’s Floodplain Management and Flood Damage Prevention Ordinance and implement appropriate mitigation measures to minimize surface water run-off. Thus, similar to the findings in the 2030 GP EIR, the Proposed Project would result in less than significant impact to conflict of regulations.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project should not increase the impacts identified, or result in new significant impacts, pertaining to biological resources. Provided the Proposed Project require adhere to General Plan policies identified as part of the 2030 GP EIR to reduce significant impacts to special status species, riparian habitats, or migratory corridors, impacts should be reduced to a less than significant impact. Because no information or environmental circumstances have changed related to the presence of wetlands or inclusion in Habitat Conservation Plans, no impacts should occur under the Proposed Project. Adherence to existing policies and regulations and ordinances related to protection of biological resources would result in a less than significant impact under the Proposed Project.

CULTURAL AND TRIBAL RESOURCES

Cultural Resources					
<i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions:</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Cause a substantial change to the significance of a historical resource pursuant to §15064.5;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP OSC-I-13, OSC-I-14, OSC-I-15	Less than Significant
b. Cause substantial adverse change in the significance of an archaeological	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

¹⁴ California Department of Fish and Wildlife, 2024. Natural Community Conservation Planning (NCCP). Available: <https://wildlife.ca.gov/Conservation/Planning/NCCP>. Accessed: January 2, 2024.

resource pursuant to §15064.5;					
c. Disturb any human remains, including those interred outside of dedicated cemeteries	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
Tribal Cultural Resources					
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				2030 GP OSC-I-13, OSC-I-14, OSC-I-15, and OSC-I-16	
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	Not Analyzed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
ii. A resource determined by the lead agency, in its	Not Analyzed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

<p>discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>					
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Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Appendix C Supporting Materials for Cultural Resources lists and describes all historic, archaeological, and tribal cultural resources NWIC identified in the Planning Area. Appendix D Supporting Materials for Tribal Cultural Resources includes correspondence with tribes, though no responses were received in the consultation process.

Criteria 5a-5c

The 2030 GP EIR documented the presence of historic buildings and structures, including four properties that appear eligible for listing on the National Register and one property, the Alvarado Adobe, that is listed on the State Register. The 2030 GP EIR determined that implementation of General Plan policies OSC-I-13, involving the creation of a register of historic and potentially historic resources to serve as the basis for a local preservation program, and OSC-I-15, which requires records review, pre-construction surveys, and actions such as avoidance or preservation as appropriate, would reduce potential impacts to a less than significant level. Continued implementation of these policies would ensure that potential impacts to historic resources from development under the Proposed Project would also be reduced to a less than significant level, as with the 2030 General Plan.

Additionally, the 2030 GP EIR documented the existence of recorded Native American cultural resources (archaeological sites) and noted the high likelihood of as yet undiscovered archaeological and tribal cultural resources in the planning area, particularly in the vicinity of ridgelines, midslope terraces, alluvial flats, ecotones, and sources of water. The 2030 GP EIR determined that impacts to know cultural resources sites and as yet undiscovered resources as well as to undiscovered human remains would be reduced to a less than significant level through compliance with existing regulations, including PRC 5097 which establishes protocols for the protection of archaeological, paleontological, and historic sites and resources, as well as CEQA 15064.5, which further defines steps that must be taken to protect resources in the event of the

accidental discovery or recognition of any human remains in any location other than a dedicated cemetery. Development pursuant to the Proposed Project would also be required to comply with these regulations, and as such impacts would be less than significant as under the 2030 General Plan.

Criterion 6a.i-iii

In 2017, the State of California amended its CEQA Guidelines to require the analysis of impacts to Tribal Cultural resources, defined in the Public Resources Code as sites, features, places, geographically defined cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe. This represents a change in circumstances that could potentially result in new impacts not previously identified in the 2030 GP EIR.

As part of the Proposed Project, the City of San Pablo requested a records search from the Northwest Information Center of the California Historical Resources Information System (CHRIS). The City of San Pablo contains ten recorded Native American archaeological resources including tool processing sites, habitation sites, hearth or pits, burials, and two historic-period archaeological resources, including landscaping, fences, and a 1906 Earthquake Refugee camp. Based on evaluation of the environmental setting and features associated with known sites, there is a high potential for unrecorded Native American resources to be within the Planning Area.

In accordance with the requirements of Public Resources Code 21080.3.1, the City contacted the Native American Heritage Commission (NAHC) on November 15, 2022 with a request to facilitate involvement of interested Native American tribes in the planning process and a search of the Sacred Lands File for sites within the Planning Area. The NAHC responded on December 6, 2022, providing contact details and indicating that the results of the search of the Sacred Lands File were positive. On December 7, 2022, the City sent tribal outreach letters to the eight Native American representatives from seven tribes that were previously identified by the NAHC to consult on the Proposed Project. Of the tribes contacted, the Confederated Villages of Lisjan requested consultation and the City met with tribal representatives on January 18, 2023. Details of the recorded tribal cultural resources are included in Appendix D – Supporting Materials for Tribal Cultural Resources.

Implementation of the Proposed Project would primarily involve infill development on previously disturbed sites; however, given that the NAHC Sacred Lands file search results were positive and the likelihood for as yet undiscovered tribal cultural resources in the planning area, the potential for accidental discovery during ground disturbing construction activities exists. As with the 2030 General Plan, implementation of General Plan policies and compliance with existing regulations would reduce the potential for damage, disturbance, or other adverse change to tribal cultural resources. Specifically, General Plan Policy OSC-I-15 would require records review, pre-construction surveys, and actions such as avoidance or preservation as appropriate, while Policy OSC-I-16 call for the City to work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, and to educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape. Further, compliance with PRC 5097, which establishes protocols for the protection of archaeological, paleontological, and historic sites and resources, as well as CEQA 15064.5, which further defines steps that must be taken to protect resources in the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery would be required. Therefore, overall, the Proposed Project would not result in new or substantially more adverse impacts related to tribal cultural resources than analyzed in the 2030 GP EIR and impacts would be less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project should not increase the impacts identified, or result in new significant impacts, pertaining to cultural and tribal cultural resources. Adherence to existing policies and regulations and ordinances related to protection of tribal and cultural resources would result in a less than significant impact under the Proposed Project.

ENERGY

Energy <i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP C-I-33, PSCU-G-6, PSCU-I-24; Housing Element Policy 5-1, Policy 5-2, Policy 5-3	Less than Significant
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>		No Impact

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 7a and 7b

Analysis in the 2030 GP EIR indicated that implementation of the 2030 General Plan, combined with anticipated regional growth and improvements in vehicle technology, would result in a slight increase in per service population energy use (relative to existing conditions) related to residential, commercial, and industrial development, while at the same time a substantial decrease in per service population energy use (relative to existing conditions) from transportation, largely as a result of implementation of existing State policy. However, as new development is required to meet California’s Title 24 energy efficiency requirements, the 2030 GP EIR determined that development under the 2030 General Plan would not result in wasteful, inefficient, or unnecessary consumption of energy and that, accordingly, no impact would result.

Since the adoption and certification of the 2030 General Plan, the City of San Pablo adopted a Climate Action Plan (CAP) in 2012. 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 during project construction or operation. Development of the Proposed Project would be required to comply with the goals and policies in the San Pablo CAP, as well as the Title 24 regulations. 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: amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits (C-I-33), support the efficient use and conservation of water (PSCU-G-6), and establish water saving and conservation standards for new development (PSCU-I-24). Further, the Proposed Project contains various goals, policies and programs that would apply to the consumption of energy resources and compliance with state/local plans for energy efficiency. Proposed Housing Element Policy 5-1 aims to have proactive energy conservation and waste reduction activities in all residential neighborhoods, by the promotion of energy conservation programs and incentives; Policy 5-1 encourages the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs; and Policy 5-3 encourages the use of building placement, design, and construction techniques that promote energy conservation, including green building practices, the use of recycled materials, and the recycling of construction and demolition debris.

Therefore, similar to the 2030 GP EIR, compliance with existing regulations and General Plan policies would ensure development under the Proposed Project would result in a less than significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources and would avoid potential conflicts with adopted energy conservation plans.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the impacts identified to energy resources or result in new significant impacts. The existing General Plan policies included in the 2030 GP EIR and Climate Action Plan policies, Proposed Project policies, and up-to-date building code standards would be applicable such that no new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

GEOLOGY AND SOILS

Geology and Soils	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Addendum
City of San Pablo Targeted General Plan Update and Housing Element Project

Geology and Soils Would the project:	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP SN-I-1, SN-I-2, SN-I-3, SN-I-4, SN-I-5	Less than Significant
ii. Strong seismic ground shaking;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
iii. Seismic-related ground failure, including liquefaction;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
iv. Landslides?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
b. Result in substantial soil erosion and topsoil loss;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP SN-I-6	Less than Significant
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	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP SN-I-1, SN-I-2, SN-I-3, SN-I-4, SN-I-5	Less than Significant

Geology and Soils	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
spreading, subsidence, liquefaction or collapse;					
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater; or	Not analyzed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP OSC-I-15	No Impact

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 8a and 8c

Figure 5 shows seismic hazards in the Planning Area, including the presence of faults and liquefaction risk. Given the extent of seismic hazards, the potential for loss or damage due to fault rupture, ground shaking, and liquefaction is high. The 2030 General Plan General Plan acknowledges the existence of the underlying risk related to fault rupture, seismic ground shaking, liquefaction, and landslide that exists in the Planning Area and the surrounding region, and incorporates policies to proactively reduce it, including the creation of a Geologic Hazard Abatement District (Policy SN-I-1), the prohibition of critical or habitable development in the Alquist-Priolo Earthquake Hazard Zone around the Hayward Fault (Policy SN-I-2), and the identification of at-risk buildings (Policy SN-I-4), and promotion of State and federal funding sources to support necessary safety retrofits (Policy SN-I-5). The 2030 GP EIR found that implementation of these policies and mandatory compliance with existing regulations, including the construction standards established in the California Building Code (based on the Uniform Building Code), the requirements of the

City of San Pablo Municipal Code, would reduce vulnerability to an acceptable level that is less than significant. Buildout of the Proposed Project would not involve construction on sites within the Alquist-Priolo Fault Zone show on Figure 5, although some sites would be located in areas of very high liquefaction risk. As with the 2030 General Plan, compliance with General Plan policies SN-I-1, SN-I-2, SN-I-4, and SN-I-5 together with the standards of the California Building Code and the City of San Pablo Municipal Code would be required for development under the Proposed Project, and therefore associated impacts would be similarly reduced to an acceptable level that is less than significant.

Criterion 8b

The 2030 GP EIR determined that impacts related to soil erosion or the loss of topsoil from the 2030 General Plan would be less than significant. The 2030 GP EIR notes the Soil Survey for Contra Costa County indicates the hazard of erosion of site soils varies from slight where gently sloping, to moderate in the hilly areas at the northern and eastern edges of the Planning Area. However, erosion hazards are highest during construction activities because excavation, backfilling, grading, and demolition can remove stabilizing vegetation and expose areas of loose soil that, if not properly stabilized, can be subject to soil loss and erosion by wind and stormwater runoff. Concentrated storm water runoff, if not managed or controlled, can eventually result in significant soil loss that can threaten foundations and undermine sidewalks and roadways. Development and redevelopment projects that disturb areas that are greater than one acre are required to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Permit which must include a Storm Water Pollution Prevention Plan (SWPPP). These SWPPPs typically contain numerous erosion control measures that effectively reduce the potential for erosion and loss of topsoil. As these same existing City policies and regulations would also apply to development under the Proposed Project, similar to the 2030 General Plan, impacts related to soil erosion or loss of topsoil from the Proposed Project would be less than significant.

Criterion 8d

The 2030 GP EIR determined that the impact of the adoption and implementation of the 2030 General Plan on expansive soils was less than significant. There are existing City policies and General Plan requirements for expansive soil measures that would apply to the Planning Area for individual development or redevelopment projects proposed under the 2030 General Plan. As these same existing City policies and regulations would also apply to development under the Proposed Project, similar to the 2030 GP EIR, impacts related to soil erosion or loss of topsoil from the Proposed Project would also be less than significant, as with the 2030 General Plan.

Criterion 8e

Development pursuant to the Proposed Project would not use septic tanks. Chapter 16.22.030 of the San Pablo Municipal Code requires that new development be served by the sanitary sewer system that serves the city. Therefore, there would be no impact related to soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems from the Proposed Project, and the Proposed Project would not result in new or substantially more adverse impacts than identified in the 2030 GP EIR.

Criterion 8f

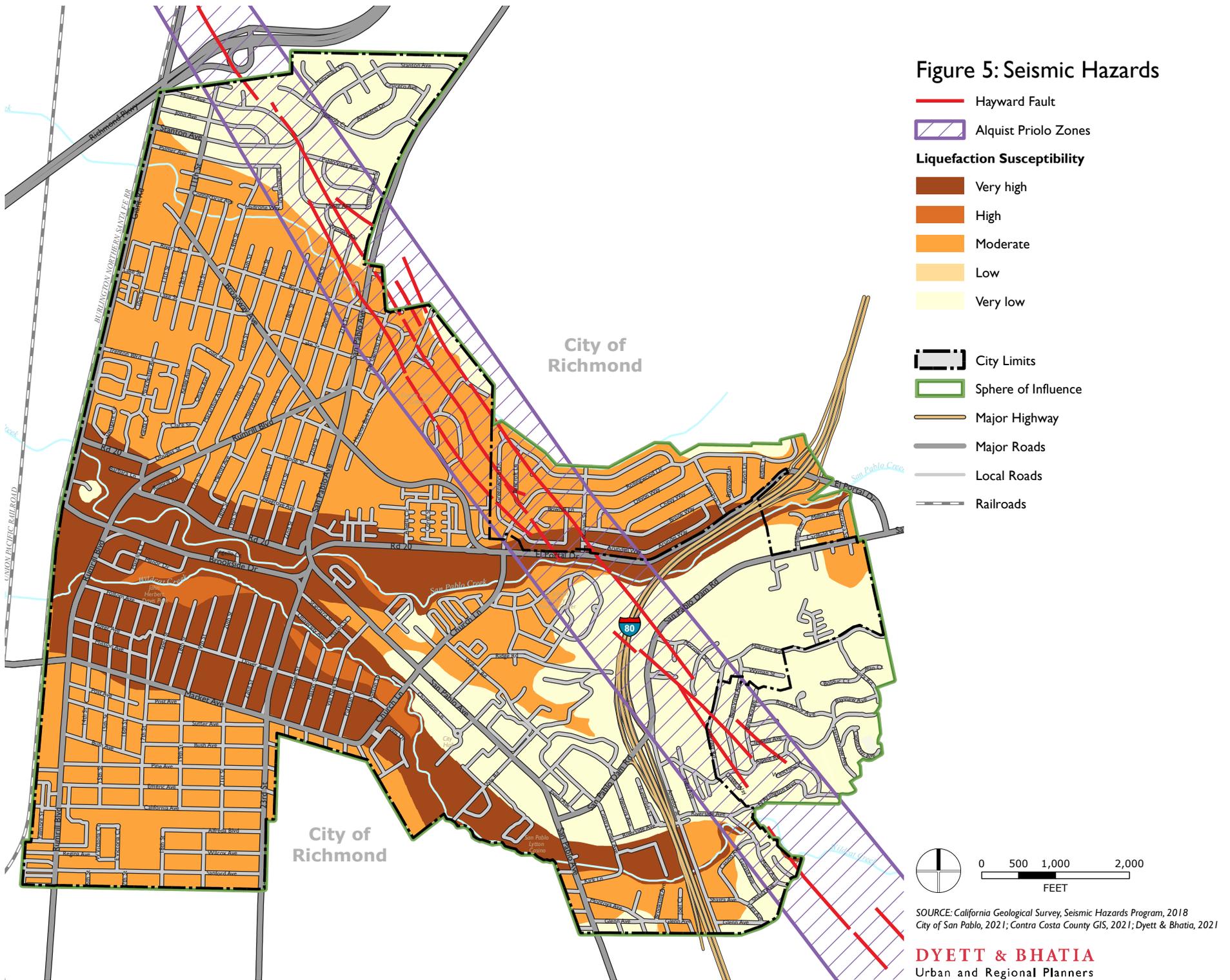
The 2030 GP EIR determined that there were no known paleontological resources within the Planning Area and that due to the built-up urban nature of the planning area, there is a very low possibility of finding any paleontological or unique geologic resources, thus resulting in a less than significant impact. Further, compliance with General Plan Policy OSC-I-15 that stipulates provisions for the accidental discovery of

paleontological resources, in addition to State laws and regulations would be required in the event of accidental discovery of paleontological or geologic resources to protect these resources from disturbance and destruction. The Proposed Project would primarily involve infill development on previously developed sites and, as with the 2030 General Plan, compliance with General Plan Policy OSC-I-15 and applicable State regulations would reduce impacts to a less than significant level. Therefore, similar to the 2030 GP EIR, the Proposed Project would not result in a significant impact related to paleontological or geologic resources.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the impacts identified to geology and soils or result in new significant impacts. The existing General Plan policies included in the 2030 GP EIR and up-to-date building code standards would be applicable such that no new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

Figure 5: Seismic Hazards



GREENHOUSE GAS EMISSIONS

Greenhouse Gas Emissions	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Housing Element Goal #2, Goal #5, Program 5-A, Program 5-B, Program 5-C	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 9a and 9b

The 2030 GP EIR analyzed GHG emissions under Section 3.4, *Energy and Greenhouse Gases*. The criteria used for GHG emissions included exceeding the per service population (residents plus employees) threshold of 6.6 MT CO₂e per year or conflicting with existing local, regional, or state efforts to implement AB 32 or SB 375. The EIR analysis determined that the GHG emissions per service population would not exceed the threshold, which would also make the 2030 General Plan consistent with GHG regulations. Therefore, impacts were determined to be less than significant.

Analysis of Proposed Project

To determine the significance of GHG impacts, the Proposed Project's GHG emissions per capita are compared to the GHG emissions per capita analyzed in the 2030 GP EIR. In addition, the project's consistency with GHG reduction plans, such as the 2022 Scoping Plan, is analyzed. Appendix B Air Quality and Greenhouse Gas Emissions includes a detailed summary of the data used in this analysis.

Criterion 9a

Construction

Development facilitated by the project would result in GHG emissions during construction. GHG emissions during construction would result primarily from fuel consumption associated with heavy equipment, light-duty vehicles, machinery, and generators for lighting. Temporary grid power may also be provided to

construction trailers or electric construction equipment that may result in indirect GHG emissions from the energy generation. Development facilitated by the project would incorporate BAAQMD best management practices to reduce GHG emissions during construction activities. Development would also utilize construction contractors that comply with applicable CARB regulations such as accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment, and restricted idling of heavy-duty diesel motor vehicles. Construction contractors are required to comply with the provisions of CCR Title 13, sections 2449 and 2485, prohibiting diesel-fueled commercial and off-road vehicles from idling for more than five minutes, minimizing unnecessary GHG emissions. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would minimize inefficient fuel consumption and thus GHG emissions. These construction equipment standards (i.e., Tier 4 efficiency requirements) are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Per applicable regulatory requirements of CALGreen, development would comply with construction waste management practices to divert construction and demolition debris from landfills. These practices would result in efficient use of energy by construction and therefore would minimize unnecessary GHG emissions. Furthermore, in the interest of cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary, which would also have the effect of minimizing GHG emissions. According to BAAQMD, greenhouse gas emissions from construction represent a very small portion of a project's lifetime GHG emissions. The proposed thresholds for land use projects are designed to address operational GHG emissions that represent the vast majority of project GHG emissions. Therefore, the evaluation of GHG emissions impacts associated with implementation of the project is focused on operational emissions, discussed below.

Operation

Operation of the Proposed Project would generate GHG emissions associated with mobile sources (vehicles trips), area sources, energy and water usage, wastewater and solid waste generation, and refrigerants. Table 6 shows the estimated operational GHG emissions associated with development of the project, which were modeled using the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.17. The model inputted land uses based upon the residential units in Table 2, with single-family uses including both the vacant single-family lots and ADUs, and VMT data from Kittleson & Associates (2023). As shown therein, the GHG emissions per service population from the project would be 1.60 MT CO₂e per year. This would be below the GHG emissions per service population of 5.99 MT CO₂e in the 2030 GP EIR. The majority of the reduction is due to reduced mobile emissions.

Criterion 9b

The principal State plans and policies for reducing GHG emissions are AB 32, SB 32, and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020; the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030; and the goal of AB 1279 is to achieve net zero greenhouse gas emissions no later than 2045 and reduce GHG emissions by 85 percent below 1990 levels no later than 2045. The 2022 Scoping Plan expands upon earlier plans to include the AB 1279 targets. The 2022 Scoping Plan's strategies that are applicable to the Proposed Project include reducing fossil fuel use and vehicle miles traveled and decarbonizing the electricity sector. In support of 2022 Scoping Plan strategies, the Housing Element would implement Goal H-5, Proactive Energy Conservation and Waste Reduction Activities in All Residential Neighborhoods. This includes the following programs: Program 5-A, Energy Efficient Design, which promotes the use of solar energy and other environmentally sound, energy-efficient methods for heating and cooling

Table 6: Annual Emissions Greenhouse Gas Emissions

<i>Emission Source</i>	<i>Annual Emissions (MT CO2e)</i>
Operational	
Mobile	4,698
Area	103
Energy	1,604
Solid Waste	331
Water,Wastewater	130
Refrigerants	2
Total	6,869
Service Population	4,286
GHG Emissions Per Service Population	1.60
2030 General Plan EIR GHG Emissions Per Service Population	5.99

Note:

MT CO2e = metric tons of carbon dioxide equivalent

Source: Rincon Consultants, Inc.

homes, consistent with adopted building, mechanical and plumbing codes; Program 5-B, Green Building Incentives, which would provide incentives for green design; and Program 5-C, Sustainable Design, which would encourage and facilitate environmentally sensitive construction practices. Additionally, future development would receive electricity from PG&E, which complies with SB 100 that requires renewable portfolio standards of the utility to reach 60 percent by December 31, 2030 and 100 percent of retail sales from eligible renewables and zero-carbon resources by December 31, 2045. The Proposed Project also contains various policies to support affordable housing under Goal H-2. Per the 2022 Scoping Plan, units that are affordable to lower-income residents have shown a reduction in VMT, and therefore a reduction in GHG emissions. Future development facilitated by the project would also be located in proximity to transit such as the six regional bus routes that provide connections to BART and Amtrak rail stations as well as to the Richmond Passenger Ferry Terminal. A such, the Proposed Project would not conflict with the 2022 Scoping Plan and this impact would be less than significant.

Conclusion

As demonstrated above in Table 6, the Proposed Project would result in lower GHG emissions per service population compared to the 2030 forecast in the 2030 General Plan EIR. This is further demonstrated in Table 4, which shows that VMT per capita would be lower under the Proposed Project than the existing condition. In addition, the project would be consistent with the 2022 Scoping Plan strategies, including strategies to decrease fossil fuel use and vehicle miles traveled and decarbonizing the electricity sector. Therefore, the Proposed Project would have a less than significant impact on GHG emissions and with consistency with GHG plans and regulations.

HAZARDS AND HAZARDOUS MATERIALS

Hazards and Hazardous Materials	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
<i>Would the project:</i>					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-G-8, PSCU-I-39, PSCU-I-40, SN-G-4, SN-G-5, SN-I-20, SN-I-21, SN-I-22, and SN-I-23	Less than Significant
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;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Hazards and Hazardous Materials Would the project:	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-G-8, PSCU-I-39, PSCU-I-40, Safety and Noise Element SN-G-4, SN-G-5, SN-I-20, SN-I-21, SN-I-22, and SN-I-23	Less than Significant
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area;	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;	Not addressed	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 10a through 10c

The 2030 GP EIR determined that compliance with applicable federal, State, and local regulations together with implementation of 2030 General Plan policies would reduce to less than significant levels impacts related to the routine transport, use, or disposal of hazardous materials; the release of hazardous due to accident or upset; and the emission or handling of acute hazardous materials within one-quarter mile of an existing or proposed school.

Implementation of the Proposed Project would involve facilitation of housing construction and would not involve the transport, use, or disposal of significant quantities of hazardous materials. Demolition or development under the Proposed Project may involve the handling and transport of hazardous materials that could result in the need to handle and transport asbestos or lead based paints; however, such activities are subject to various federal, State, and local regulations, including BAAQMD regulations pertaining to asbestos abatement; Construction Safety Orders 1529 (pertaining to asbestos) and 1532.1 (pertaining to lead) from Title 8 of the California Code of Regulations; Part 61, Subpart M of the Code of Federal Regulations (pertaining to asbestos); and lead exposure guidelines provided by the United States Department of Housing and Urban Development. Asbestos and lead abatement must be performed and monitored by contractors with appropriate certifications from the State Department of Health Services. Construction activities may involve the use of diesel-powered equipment or the application of architectural coatings, but not at levels that could create a significant hazard to the public or environment. Similarly, once constructed, the residents of new homes constructed pursuant to the Proposed Project may use cleaning solvents or landscaping chemicals, but not at levels that could create a significant hazard to the public or environment. Overall, any transport, use, storage, and disposal of hazardous materials would be required to comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the US Environmental Protection Agency (EPA), the US Department of Transportation, and the Occupational Safety and Health Administration. The construction and operation of housing generally does not involve the release -- accidental or otherwise -- of hazardous materials that would create a significant hazard to the public, nor would it involve emitting or handling acutely hazardous materials or wastes in the vicinity of schools. Overall, compliance with existing regulations would result in a less than significant impact, as with the 2030 General Plan.

Criterion 10d

The 2030 GP EIR identified a number of known sites within the Planning Area where releases of hazardous materials have occurred, as well as other areas where either light industrial or commercial uses have entailed hazardous materials in the past might be the source of undocumented releases that could be exposed during earthwork activities associated with future development. However, the 2030 GP EIR determined that with implementation of 2030 General Plan policies requiring an evaluation for potential risks and remediation, if necessary, prior to reuse of contaminated sites, impacts would be reduced to a less than significant level.

In 2023, a search of federal, State, and local environmental regulatory agency databases was conducted in order to identify sites within the planning area which may have been historically impacted by hazardous materials or wastes. Search results indicate there are 27 leaking underground storage tank cleanup sites within the Planning Area, shown on Figure 6. All but two of these sites have been remediated and are considered closed. The two open sites, neither of which is in proximity to a housing opportunity site identified in the Housing Element, include:

- 2145 Rumrill Boulevard. Historical dry-cleaning operations at the site involved the use of tetrachloroethylene (PCE). The dry cleaning equipment was replaced and the use of PCE was discontinued in 2009. The Site is subject to RWQCB Order No. R2-2011-0040, pursuant to which monitoring of groundwater conditions, soil vapor extraction, and indoor air quality is ongoing. A low-threat closure request has been submitted.
- 13484 San Pablo Avenue. The site is historically operated as a general storage yard and a trucking company storage yard, but was redeveloped with a single one-story building between 1962 and 1968 and has operated as a skilled nursing facility called Vale Healthcare Center since that time. Soil vapor extraction and sub-slab depressurization activities are ongoing.

Therefore, continued compliance with existing federal and State regulations together with implementation of 2030 General Plan policies that require evaluation and remediation of hazardous materials sites prior to redevelopment would ensure that impacts resulting from Proposed Project implementation would be less than significant, as with the 2030 General Plan. **Criterion 10e**

The 2030 General Plan EIR noted there are no airports located in San Pablo. The nearest airport to the City of San Pablo is the Oakland International Airport, which is located approximately 18 miles south. Therefore, the 2030 General Plan EIR would not expose people residing or working in the plan area to excessive airport hazards and there would be no impact. Circumstances have not changed since certification of the 2030 GP EIR and the Proposed Project would also have no impact with respect to exposure of people to excessive airport hazards, as with the 2030 General Plan.

Criterion 10f

Since the certification of the 2030 GP EIR, the City of San Pablo has partnered with Contra Costa County to develop a hazard mitigation plan to reduce risks from natural disasters in the Contra Costa County Operational Area. The plan, Contra Costa County Operational Area Hazard Mitigation Plan (HMP), was published in 2018 and addresses the following hazards of concern within the Planning Area: earthquake, flood, landslide, severe weather, tsunami, and wildfire. Additionally, the City of San Pablo is under the authority of the Contra Costa County Community Wildfire Protection Plan (CWPP), which provides an analysis of wildfire hazards and risk in the wildland-urban interface (WUI). The CWPP aims to reduce hazard through increased information and education about wildfires, hazardous fuels reduction, actions to reduce structure ignitability and other recommendations to assist emergency preparedness and fire suppression efforts.

The Proposed Project would involve continued implementation of Safety and Noise Element policies that support the HMP and CWPP, including SN-I-31, which requires the adoption and update of the City's Emergency Operations Plan, SN-I-32, which would involve development of an emergency evacuation map showing potential evacuation routes, and a list of emergency shelters that can be used in case of catastrophic emergencies; Policy SN-I-33, which would initiate periodic public information programs that explain the City's emergency preparedness programs; and Policy SN-I-34 through which the City would continue participation in the Association of Bay Area Governments' multi-jurisdictional hazard mitigation planning process.

Therefore, the Proposed Project would not result in new or substantially more adverse impacts than identified in the 2030 GP EIR, and impacts from the Proposed Project on emergency response and emergency evacuation plans would be less than significant.

Criterion 10g

The 2030 GP EIR determined that buildout of the 2030 General Plan would not increase the threat of wildfire hazards as less than one percent of the Planning Area is designated as high or very high threat of wildfire by the California Department of Forestry and Fire Protection (CAL FIRE) and because buildout would occur primarily on urban infill sites away from designated high and very high wildfire threat. Since adoption of the 2030 General Plan and certification of the 2030 GP EIR, the frequency and severity of wildfires in California have increased due to multiple sequential years of drought and the increasing effects of anthropogenic climate change. In response, the State of California amended its CEQA Guidelines in 2019 to require additional analysis related to wildfire risks. The Planning Area is not located in a Very High Fire Hazard Severity Zone designated by the State, nor is it located within the Wildland-Urban Interface (WUI) Area designated by the City.¹⁵

As discussed above, the City of San Pablo prepared a Hazard Mitigation Plan (HMP) in partnership with the County of Contra Costa, and the 2018 draft included mitigation actions related to public education and risk reduction in WUI areas. The City of San Pablo is also party to the Contra Costa County Community Wildfire Protection Plan (CWPP), which aims to reduce hazard through increased information and education about wildfires, and actions to reduce structure ignitability. Given that the Planning Area is not located in a Very High Fire Hazard Severity Zone or in the WUI area and that high-risk wildfires are relatively infrequent in the urbanized context of the Planning Area, the Proposed Project's implementation of General Plan policies and regulations would result in less than significant impact related to wildfire. Additionally, continued implementation of Safety and Noise Element policies would serve to protect San Pablo residents and property from potential fire hazards by continuing work with the County Fire Department (SN-I-16), working cooperatively with the Fire Department to promote public awareness of fire safety and emergency life support (SN-I-17), reviewing the Fire District's fire hazard standards and annual report to determine if there should be a modification or additional types of services based on local population needs (SN-I-18), as well as requiring sprinklers in addition to fire breaks or fire doors in all mixed use development and buildings exceeding 5,000 square feet to protect residential uses from non-residential uses (SN-I-19). Continued implementation of the HMP, CWPP, and Safety and Noise Element policies would result in less than significant impact related to wildfire, as with the 2030 General Plan.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related to hazardous materials and wildland fires. Since the approval of the 2030 General Plan, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

¹⁵ State of California Office of the State Fire Marshal, CAL FIRE, Local Responsibility Area for Very High Fire Hazard Severity Zone Maps. https://osfm.fire.ca.gov/media/6660/fhszl_map7.pdf. Accessed November 9, 2023.

Figure 6: Hazardous Materials

State Water Resources Control Board (SWRCB)

Cleanup Sites

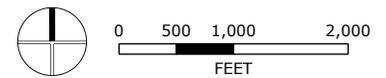
- LUST Cleanup Site
- Cleanup Program Site
- Closed Sites (Case Closed)

Department of Toxic Substances Control (DTSC)

EnviroStor Status (March 2023)

- Active
- Certified O&M - Land Use Restrictions
- Refer to Another Agency
- No Further Action

- City Limits
- Sphere of Influence
- Major Highway
- Major Roads
- Local Roads
- Railroads



SOURCE: Geotracker, State Water Resources Control Board, 2021; Envirostor, Department of Toxic Substances Control, 2023; City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2023

HYDROLOGY AND WATER QUALITY

Hydrology and Water Quality Would the project:	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-G-5, PSCU-G-6, PSCU-G-7, OSC-G-3, OSC-G-4, OSC-G-5, PSCU-I-34, OSC-I-10, OSC-I-11, OSC-I-12	Less than Significant
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;				2030 GP PSCU-I-31, PSCU-I-32, PSCU-I-33; Safety and Noise Element SN-G-2, SN-I-7, SN-I-8, SN-I-9, SN-I-10, SN-I-11, SN-I-12, SN-I-13, SN-I-14, SN-I-15	
i. result in a substantial erosion or siltation on- or off-site?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
ii. substantially increase the rate or amount of surface runoff in a manner which would result in	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Hydrology and Water Quality	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
iv. impede or redirect flood flows?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-G-2, SN-I-7, SN-I-8, SN-I-9, SN-I-10, SN-I-11, SN-I-12, SN-I-13, SN-I-14	No Impact
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 11a-b

Implementation of the 2030 San Pablo General Plan could result in degradation of water quality and depletion of groundwater supplies by increasing nonpoint source pollutants including sedimentation in stormwater runoff through creation of new impervious surfaces in new development. The Planning Area is already largely developed and widely covered by impervious surfaces; therefore, the 2030 GP EIR determined that any increase in impervious surfaces due to redevelopment is anticipated to be small. A net

increase in impervious surfaces might affect the amount of precipitation that is recharged to the shallow aquifer. Groundwater within the Planning Area is not used for water supply use but is considered by the RWQCB as a potential resource. However, as new development and redevelopment occurs, on-site drainage plans would be designed to retain, capture and convey increased runoff in accordance with C.3 site control features. According to the C.3 provision in the Contra Costa Clean Water Program NPDES permit, the 2030 San Pablo General Plan falls in the “significant redevelopment projects” category under Group 1 Projects. A significant redevelopment project is defined as a project on a previously developed site that results in addition or replacement of a total of 43,560 square feet (one acre) or more of impervious surface. However, stormwater flows generated from the Planning Area would generally remain unchanged, or potentially decrease, following implementation of required source control measures, which would not affect the drainage system in the Planning Area. As noted in 2030 GP EIR, groundwater recharge and nonpoint source pollutants would not be expected to be significantly affected due to the built-out nature of the city and the current amount of impervious surface area. The 2030 San Pablo General Plan also includes policies that would mitigate degradation of water quality and depletion of groundwater supplies, which include requiring new developments to reduce impermeable surface area and increase infiltration with permeable paving and parking area design, Grading that lengthens flow paths and increases runoff travel time to reduce the peak hour flow rate, and canopy trees and shrubs to absorb water (PSCU-I-34). The 2030 General Plan also sets out to maintain, protect, and enhance San Pablo’s creeks, as shown on Figure 7, by strengthening management requirements for properties adjacent to creek areas (OSC-1-10). Adherence to the aforementioned requirements as well as the 2030 General Plan policies would result in a less than significant impact related to water quality in stormwater runoff, groundwater recharge, and generally altering drainage patterns.

As with the 2030 General Plan, implementation of the Proposed Project could result in degradation of water quality and depletion of groundwater supplies by increasing nonpoint source pollutants including sedimentation in stormwater runoff through creation of new impervious surfaces in new development; however, compliance with local county design standards, 2030 San Pablo General Plan policies, PSCU-I-34 and OSC-1-10, and the City of San Pablo’s ordinances on grading, erosion, and sediment control, would reduce potential impacts from the Proposed Project to a less than significant level.

Criterion 11c

The 2030 GP EIR determined the adoption and implementation of the 2030 San Pablo General Plan could adversely affect water quality and drainage patterns in the short term due to erosion and sedimentation during construction activities, as well as result in additional runoff exceeding the capacity of existing stormwater facilities and increasing potential flooding of receiving waters and areas in downstream.

The 2030 GP EIR noted that depending on the project location, polluted stormwater runoff could be intercepted by local storm drain catch basins, culverts, flood control channels, and ultimately discharged into receiving waters. Most runoff in urban areas is eventually directed to either a storm drain or water body, unless allowed to stand in a detention area and filter into the ground. For this reason, even projects not directly adjacent to or crossing a sensitive area could have an impact. However, all projects that would disturb one acre or more are required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP), in accordance with the SWRCB’s General Construction Permit, which includes erosion control measures. Incorporation of these or equivalent practices in accordance with the requirements of the SWRCB’s General Construction Permit process

Figure 7: Water Resources



would reduce this potentially significant impact on water resources during construction to a less-than-significant level.

As with the 2030 General Plan, implementation of the Proposed Project could adversely affect water quality and drainage patterns due to erosion and sedimentation, as well as result in additional runoff exceeding the capacity of existing stormwater facilities and increasing potential flooding of receiving waters and areas in downstream. However, compliance with SWRCB's General Construction Permit requirements, 2030 San Pablo General Plan policies, and the City of San Pablo's ordinances on grading, erosion, and sediment control, would be required for individual projects pursuant to the Proposed Project, which would reduce potential impacts from the Proposed Project to a less than significant level as under the 2030 GP EIR.

Criterion 11d

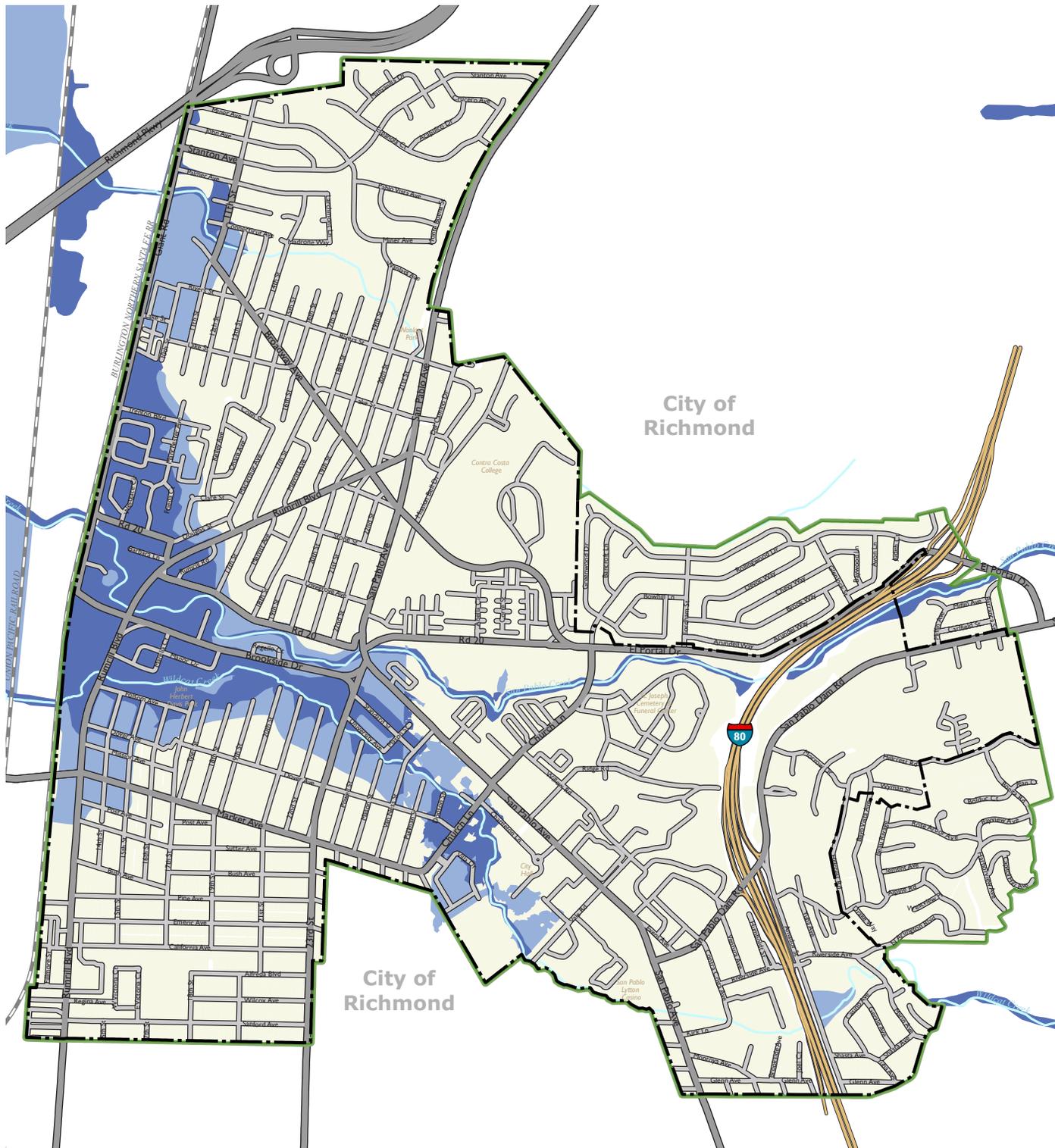
The 2030 GP EIR determined that adoption and implementation of the 2030 General Plan would have no impact on tsunami and seiche risk. The Planning Area is located sufficiently inland and away from large water bodies to be out of what would be considered a potential hazard area for seiches, tsunamis, and sea level rise, and therefore no impact discussion for these hazards is included in the 2030 GP EIR. In addition, the relatively gentle topography in much of the Planning Area make the potential for mudflows remote. These conditions remain the same and therefore, similar with the 2030 GP EIR, the Proposed Project would have no impacts on tsunami and seiche risk. However, the 2030 GP EIR determined that adoption and implementation of the 2030 General Plan could result in the placement of housing in the 100-year floodplain or structures that would impede flood flows exposing people to injury or death. The 2030 GP EIR noted there is a 100-year flood zone area located on the western boundary of the Planning Area in and around Giant Road, where new development could be located within. The 2030 General Plan policies would minimize the potential for flooding to adversely impact land uses. Policies include design requirements for new development, assurances of adequate storm drainage capacities (SN-I-7 and SN-I-11) and the continued improvements of the flood control projects associated with San Pablo and Wildcat Creeks, seen on Figure 8. With implementation of the policies, the potential impact from flooding would be less than significant.

As with the 2030 General Plan, implementation of the Proposed Project could result in the placement of housing in the 100-year floodplain or structures that would impede flood flows exposing people to injury or death. The 100-year floodplain is located in west San Pablo, where the San Pablo Creek and Wildcat Creek enter the Planning Area, and travels east along Brookside Drive and the City's creeks. Though not directly within the 100-year floodplain, there are three housing sites of the Proposed Project adjacent to the floodplain near Rumrill Boulevard, on 15th Street, and on 18th Street. However, compliance with City's Floodplain Management and Flood Damage Prevention Ordinance, SWRCB's General Construction Permit, 2030 San Pablo General Plan policies, would reduce potential impacts from the Proposed Project to a less than significant level.

Criterion 11e

The 2030 GP EIR noted the San Francisco Bay Regional Water Quality Control Board (RWQCB) oversees surface and groundwater in the San Pablo area, and as issued under the San Francisco RWQCB Water Quality Control Plan, the San Pablo area falls under the Water Quality Control Plan (Basin Plan) for the San Francisco Bay Basin. The Basin Plan identifies existing potential beneficial uses and provides water quality objectives designed to protect those uses. The San Francisco Bay RWQCB has included San Pablo Creek and Wildcat Creek as polluted water bodies with the pollutant *diazinon* causing impairment related to urban runoff and storm sewers. The 2030 GP EIR notes

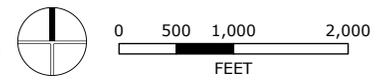
Figure 8: Flood Zones



FEMA Flood Hazard Zones

- 100 year flood zone
- 500 year flood zone

- City Limits
- Sphere of Influence
- Major Highway
- Major Roads
- Local Roads
- Railroads



SOURCE: FEMA, 2020; City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

compliance with the water quality control plan, Basin Plan; therefore, the 2030 General Plan would not have an impact on conflict of water quality control plan. However, since the certification of the 2030 GP EIR, new CEQA guidelines were adopted by the State to require additional analysis related to sustainable groundwater management plans. As of 2016, The City of San Pablo is within the Santa Clara Valley Groundwater Basin—East Bay Plain Subbasin (No. 2-009.04), which is designated by the Department of Water Resources (DWR) as a medium priority basin.¹⁶ The East Bay Municipal Utility District (EBMUD) manages the groundwater management plan and is subject to review of certain proposed projects for compliance with applicable water conservation guidelines and requirements of EBMUD as noted in the Chapter 17.48.060 of the City’s Municipal Code. Furthermore, the City has adopted municipal regional stormwater permit as issued by the California RWQCB in order to comply with the NPDES General Construction Permit in Chapter 17.40 of the Municipal Code. As development of the Proposed Project would be required to comply with Basin Plan, EBMUD review, Municipal Code, State, and Federal regulations, implementation of the Proposed Project would not conflict with water quality control plan not sustainable groundwater management basin plans. As such, the Proposed Project would have no impact.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related to hydrology and water quality. Since the certification of the 2030 GP EIR, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

LAND USE AND PLANNING

Land Use and Planning	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
a. Physically divide an established community;	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact

¹⁶ California Department of Water Resources, 2024. East Bay Municipal Utility District GSA. Available: <https://sgma.water.ca.gov/portal/gsa/print/104>. Accessed: January 2, 2024.

Land Use and Planning	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
Would the project:					
or mitigating an environmental effect?					

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 12a and 12b

The 2030 GP EIR determined that implementation of the 2030 General Plan would not physically divide any established community, but would provide better connectivity within the city, as the 2030 General Plan provides more linkages within and between existing neighborhoods. The 2030 GP EIR also determined that the 2030 General Plan would not conflict with applicable area land use plans, including adopted specific plans, as other adopted policies, specific plans, programs, the zoning code, and other implementing tools would be amended to conform to the adopted 2030 General Plan, the City’s primary planning instrument.

As with the 2030 General Plan, the Proposed Plan would also have no impact with respect to dividing an existing community, as it would primarily involve infill development within the City’s three PDAs and would not involve the construction of linear infrastructure such as freeways or railroad line which could physically divide the community. Further, the Proposed Plan would help the City accommodate its assessed share of the regional housing need and increase the amount of development within PDAs, consistent with the regional transportation plan/sustainable community strategy Plan Bay Area 2050. Proposed Housing Element Program 1-C, which calls for revisions to the 23rd Street Specific Plan to facilitate housing production consistent with the objectives of the proposed Housing Element, and Program 1-K, under which the City would update the zoning code to incorporate objective development standards to facilitate housing production in line with the objectives of the proposed Housing Element. Thus, implementation of these programs would help ensure continued consistency between the General Plan, adopted specific plans, and the San Pablo Zoning Code. Therefore, overall the Proposed Plan would have not impact related to physically dividing an existing community or consistency with other plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, similar to the 2030 General Plan.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the impacts identified to land use and planning or result in new significant impacts. The existing General Plan policies included in the 2030 GP EIR and Proposed Project policies would be applicable such that no new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

MINERAL RESOURCES

Mineral Resources <i>Would the project:</i>	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state; or	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact
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?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 13a and 13b

Section 3.7 Geology and Seismicity of the 2030 GP EIR establishes there are no known mineral resources within San Pablo or the Planning Area, and therefore determined that the 2030 General Plan would have no impact to mineral resources or locally important mineral resource recovery sites. Environmental circumstances have not changed and no new information has emerged related to the presence of mineral resources. Accordingly, the Proposed Plan would have no associated impact, similar to the 2030 General Plan.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related mineral resources that were not identified in the 2030 GP EIR. Further, since the certification of the 2030 GP EIR, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to result or previously identified impacts would become more severe.

NOISE AND VIBRATION

Noise and Vibration <i>Would the project:</i>	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-G-9, SN-I-37, SN-I-38, SN-I-39, SN-I-40, SN-I-41, SN-I-42, SN-I-43, SN-I-44, SN-I-45, SN-I-46	Less than Significant
b. Generation of excessive groundborne vibration or groundborne noise levels; or	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	No Impact

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Appendix E Noise Data includes a summary of the methodology and data used to evaluate the potential noise and vibration impacts from the Proposed Project.

Criterion 14a

The 2030 GP EIR analyzed noise and vibration impacts under Section 3.9, *Noise*., determining that implementation of the 2030 General Plan would be consistent with goals and control measures of the Noise

Element, and impacts would be less than significant. The 2030 GP EIR found that noise generated by construction activity could expose noise-sensitive receptors to temporary noise, however, this impact was determined to be less than significant if development under the proposed General Plan complies with General Plan policies and with limitations on construction activity in the City’s Municipal Code which specifically prohibits construction operations between 10 p.m. and 7 a.m. unless there is an emergency.

Construction

Noise from individual construction projects facilitated by the Proposed Project would temporarily increase noise levels at nearby noise-sensitive receivers. Since project-level details are not available for future projects that would be carried out under the Proposed Project, it is not possible to determine exact noise levels or time periods for construction of such projects, or construction noise at adjacent properties. However, noise estimates for typical construction activities are provided below. Construction activities would generate noise from phases such as 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). Table 7 illustrates typical noise levels associated with construction equipment at a distance of 50 feet and 100 feet.

Table 7: Typical Noise Levels for Construction Equipment

Equipment	Estimated Noise Levels at Nearest Sensitive Receptors (dBA Leq)	
	50 feet	100 feet
Air Compressor	80	74
Backhoe	80	74
Concrete Mixer	85	79
Dozer	85	79
Grader	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pile-drive (Impact)	101	95
Pile-driver (Sonic)	95	89
Roller	85	79
Saw	76	70
Scarified	83	77
Scraper	85	79
Truck	84	78

Source: FTA, 2018

Noise would typically drop off at a rate of about 6 dBA per doubling of distance. Therefore, noise levels would be about 6 dBA lower than shown in Table 7 at 200 feet from the noise source and 12 dBA lower at a distance of 400 feet from the noise source. If uncontrolled, construction noise could exceed the thresholds of 65 dBA at noise-sensitive uses and 70 dBA at commercial and industrial uses. Proposed Safety and Noise

Element Policy SN-I-44 would require construction contractors to implement construction noise reduction measures to prevent exceedance of the significance thresholds. Therefore, implementation of the Proposed Project would not result in new or substantially more significant impacts than those identified in the 2030 GP EIR and construction-related noise impacts would be less than significant, as with the 2030 General Plan.

Operation

Stationary Noise

Stationary and other sources of noise in San Pablo include those associated with the standard operation of land uses. These sources could include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, HVAC units), garbage collection activities, and other stationary and area sources such as people's voices and amplified music. Noise generated by residential uses are generally short-term and intermittent in nature. Residential development tends to have lower noise levels associated than other uses, such as industrial or commercial uses. The Proposed Project would provide for an increase in residential development throughout the City.

2030 General Plan Policies SN-I-38 and SN-I-39 require proposed industrial, commercial, and other uses with potential noise-producing activities to submit a noise study report identifying noise measures that would reduce noise levels to acceptable ranges. New, fixed noise sources (e.g., mechanical equipment) are required to use best available control technology. Therefore, future stationary noise sources under the Proposed Project would comply with City noise standards and would not expose people to excessive noise levels. Associated impacts would be less than significant, as under the 2030 General Plan.

Mobile Noise

Implementation of the Proposed Project would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to operational traffic noise. Proposed Project traffic noise increases were estimated using the FHWA Highway Traffic Noise Prediction Model (see Appendix C). Table 8 summarizes the estimated project traffic noise increases based on average daily traffic (ADT) volume data provided by Kittelson & Associates for 2022 and 2031 conditions.

As shown in Table 8, traffic noise increase would be less than significant along all study roadway segments. Therefore, associated impacts would be less than significant, as under the 2030 General Plan.

Table 8: Summary of Project Traffic Noise Increases

Roadway	Segment	Roadway Segment Volumes (ADT)		2022 ADT	2031 Adjusted ADT	Traffic Noise Increase	dBA (DNL)	
		2022 ADT Count	2031 Adjusted ADT	Traffic Noise Level	Traffic Noise Level		Threshold dBA	Exceed Threshold?
23 rd Street	Pine Avenue to Emeric Avenue	14,849	16,009	64.1	64.4	0.3	1.5	N
Broadway Avenue	15 th Street to 16 th Street	5,455	5,455	59.8	59.8	0.0	1.5	N
Church Lane	El Portal Drive to Willow Road	12,748	14,703	63.4	64.1	0.6	1.5	N
El Portal Drive	Church Lane to Fordham Street	20,221	20,221	67.4	67.4	0.0	1.5	N
El Portal Drive	Mission Bell Drive to Castro Road	11,571	11,571	65.0	65.0	0.0	1.5	N
Giant Road	S/O Trenton Boulevard to Parr Boulevard/Road 20	5,674	6,392	63.3	63.8	0.5	3	N
Market Avenue	19 th Street to 21 st Street	9,141	9,222	62.0	62.0	0.0	3	N
Road 20	Between El Portal Drive and San Pablo Avenue	4,279	5,722	60.6	61.9	1.3	3	N
San Pablo Avenue	Rivers Street to Lake Street	20,826	22,928	69.1	69.5	0.4	1.5	N
San Pablo Avenue	Evans Lane to Vale Road	23,243	27,946	69.6	70.4	0.8	1.5	N
San Pablo Avenue	Maricopa Avenue to Kirk Lane	22,038	33,690	69.3	71.2	1.8	NA ¹	N
San Pablo Dam Road	Morrow Drive to Princeton Plaza entrance	18,274	19,312	68.5	68.8	0.2	1.5	N
San Pablo Dam Road	From WB I-80 to Ventura Avenue	24,391	34,509	69.8	71.3	1.5	1.5	N
Rumrill Boulevard	Toad 20 to Brookside Drive	16,080	18,457	68.0	68.6	0.6	1.5	N
23 rd Street	Pine Avenue to Emeric Avenue	14,849	16,009	64.1	64.4	0.3	1.5	N
Broadway Avenue	15 th Street to 16 th Street	5,455	5,455	59.8	59.8	0.0	1.5	N

¹ Though the traffic noise increase along San Pablo Avenue from Maricopa Avenue to Kirk Lane would exceed 1.5 dBA DNL, there are no residences or other sensitive receptors located along this roadway segment.

ADT = Average Daily Traffic

DNL = Day-Night Average

Source: Kittelson & Associates, 2023

Criterion 14b

Construction

The 2030 GP EIR determined that while vibration impacts from construction activities associated with buildout of the 2030 General Plan could potentially result, depend on the proximity to sensitive receptors and the types and duration of construction equipment used, such impacts would be short-term and limited to the period of construction and further that compliance with existing City regulations prohibits construction operations between 10 p.m. and 7 a.m. would ensure that construction impacts would be less than significant.

Construction of individual projects facilitated by the Proposed Project could intermittently generate groundborne vibration at nearby sensitive receivers. Table 9 lists groundborne vibration levels from various types of construction equipment at various distances. As shown in Table 9 **Error! Reference source not found.**, buildings and structures could experience the strongest vibration during the use of pile-drivers and vibratory rollers in the event such equipment is required for construction of individual development pursuant to the Proposed Project. Vibration levels from pile-drivers could approach 1.519 in/sec PPV at a distance of 25 feet from the source and 0.190 in/sec at 100 feet, and vibration levels from vibratory rollers could approach 0.21 in/sec PPV at a distance of 25 feet and 0.026 at 100 feet.

Table 9: Vibration Source Levels for Construction Equipment

Equipment	Approximate Vibration Level (in/sec PPV)				
	25 Feet from Source	50 Feet from Source	100 feet from Source	200 Feet from Source	
Caisson Drilling	0.089	0.031	0.011	0.004	
Jackhammer	0.035	0.012	0.004	0.002	
Large Bulldozer	0.089	0.031	0.011	0.004	
Loaded Truck	0.076	0.027	0.010	0.003	
Pile Driver (impact)	Upper range	1.519	0.537	0.190	0.067
	Typical	0.644	0.228	0.081	0.028
Pile Driver (sonic)	Upper range	0.734	0.260	0.092	0.032
	Typical	0.170	0.060	0.021	0.008
Small Bulldozer	0.003	0.001	<0.001	<0.001	
Vibratory Roller	0.21	0.074	0.026	0.009	

Source: FTA, 2018.

While the City has not adopted quantified limits to assess vibration impacts during construction and operation, the Transit Noise and Vibration Impact Assessment Manual (FTA 2018) establishes standards that may be used to evaluate potential construction vibration impacts. According to FTA criteria, construction vibration impacts would be significant if vibration levels exceed 0.2 inches per second (in/sec) peak particle velocity (PPV) for residential structures or 0.3 in/sec PPV for commercial structures, which is the limit where minor cosmetic (i.e., non-structural) damage may occur to these buildings. Construction vibration impacts would also be significant if vibration levels exceed 0.12 in/sec PPV for extremely fragile historic buildings. Vibration levels from typical equipment such as bulldozers and jackhammers would not exceed FTA thresholds for historic structures and residential buildings at a distance of 25 feet or greater. At

a distance of 25 feet from the source, vibration levels from the use of pile-drivers and vibratory rollers could exceed FTFA criteria for historic structures and residential buildings; however, the Proposed Project incorporates Policy SN-I-45, which requires preparation of a vibration analysis to assess and mitigate potential vibration impacts related to these construction activities for developments that would involve the use of pile-drivers and vibratory rollers in proximity to sensitive uses. Therefore, implementation of Proposed Project Policy SN-I-45 and compliance with existing regulations would reduce impacts to the maximum extent practicable. As with the 2030 General Plan, construction period vibration impacts would be less than significant.

Operation

Residential land uses facilitated by the Proposed Project would not involve substantial vibration sources associated with operation, such as railroads and subways. Therefore, project operational vibration and groundborne noise impacts would be less than significant.

Criterion 14c

The 2030 General Plan EIR noted there are no airports located in San Pablo. The nearest airport to the City of San Pablo is the Oakland International Airport, which is located approximately 18 miles south. The City of San Pablo is located outside of the airport’s noise contours and the airport influence area. Therefore, the 2030 GP EIR determined that the 2030 General Plan would not expose people residing or working in the plan area to excessive noise levels and there would be no impact. Circumstances have not changed since certification of the 2030 GP EIR and the Proposed Project would also have no impact with respect to exposure of people to excessive airport noise levels, as with the 2030 General Plan.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related to noise and vibration. Since the certification of the 2030 GP EIR, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

POPULATION AND HOUSING

Population and Housing	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
a. Induce substantial unplanned population growth in an area, either directly (for example, by	Not analyzed	<input type="checkbox"/>	<input type="checkbox"/>	Housing Element Goal #1, Policy 1.2, Policy 1.4	No Impact

proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) or					
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Housing Element Policy 1.2, Housing Element Goal #4	No Impact

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 15a

Buildout of the Proposed Project would consist primarily of infill development within the City's PDAs, consistent with the objectives of the regional transportation plan/sustainable communities strategy. Buildout of the Proposed Plan would occur incrementally over a period of 8 years and would result in an increase in population and housing units consistent with regional planning projections, facilitating accommodation of the City's assessed share of the regional housing need. The Proposed Project sets out to increase housing supply and facilitate production of at least 800 new homes by 2031 (HE Goal #1), which is planned growth in line with the 2030 General Plan projections. Specifically, the Proposed Project promotes the development of a variety of housing types, sizes, and densities that meet community needs based on the suitability of the land, including the availability of infrastructure, the provision of adequate services and recognition of environmental constraints (HE Policy 1.2). The Proposed Project would not involve the extension of roads or infrastructure into undeveloped areas in a way that would induce substantial unplanned growth. Therefore, the Proposed Project would result in a less than significant impact associated with population growth, either directly or indirectly. Accordingly, the Proposed Project would not result in new or substantially more adverse effects than the 2030 General Plan, as related to unplanned population growth. **Criterion 15b**

The 2030 GP EIR determined the adoption and implementation of the 2030 San Pablo General Plan would not displace substantial numbers of existing residents or housing units and that associated impacts would be less than significant. The 2030 GP EIR found that redevelopment resulting from new permitted land uses or different densities may temporarily remove housing in certain areas, but overall the 2030 General Plan will increase the number of housing units in San Pablo so anyone displaced will be able to find accommodation in the same area.

The Proposed Project would primarily involve infill development within the City's PDAs and established neighborhoods. Redevelopment could potentially displace existing residents or housing units, directly or indirectly; however, several Proposed Plan policies and programs address the risk of displacement. Housing Element Program 6-G would require any units removed from a non-vacant site through redevelopment to

be replaced units affordable to the same or lower income level; while Program 1-B calls for a strong suite of anti-displacement measures to be incorporated into the future Rumrill Corridor Plan. Further, the proposed Housing Element also includes measures to preserve the existing housing stock: Program 4-E would involve the establishment of a Healthy Homes program; through Program 4-F the City will continue the residential health & safety (RH&S) program to inspect existing housing and facilitate improvements for Code compliance; and Program 4-G under which the City would explore enhancements the RH&S program to improve conditions in rental housing. Therefore, overall, the Proposed Project would not displace substantial numbers of existing people or housing, necessitating the construction of re-placement housing elsewhere, and a less than significant impact would occur, as with the 2030 General Plan.

PUBLIC SERVICES AND RECREATION

Public Services					
<i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services;					
Fire protection?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-I-24, SN-I-26, SN-I-27, SN-I-28, SN-I-29, SN-I-30,	Less than Significant
Police protection?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Public Services					
Would the project:	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		Equal or Less Severe	New or Substantial Increase in Severity	Applicable Standards and Mitigation	Resulting Level of Significance
Schools?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-I-29	Less than Significant
Parks?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
Other public facilities?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	-	Less than Significant
Recreation					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GP 2030 PSCU-I-1, PSCU-I-4, PSCU-I-5, PSCU-I-6, PSCU-I-8	
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Public Services					
<i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
on the environment?					

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 16a-b and 17a-b

The 2030 GP EIR determined that implementation of the 2030 General Plan would result in less than significant impacts related to the provision fire, police, school, parks, and recreational facilities. Since the certification of the 2030 GP EIR, the Contra Costa Fire Protection District has constructed a new station on 23rd Street in San Pablo, and construction on the new San Pablo Police Department Headquarters and Regional Training Center is underway as of February 2024. Additionally, the City has plans to construct the Bush Avenue pocket park and to renovate and expand the existing facilities at 2600 Moraga Road (adjacent to the El Portal Soccer Fields). Given that, as discussed above, buildout of the Proposed Project would result in a substantially similar increment of growth as analyzed in the 2030 GP EIR, the Proposed Project would not substantially increase demand for fire, police, school, parks, and recreational facilities over what was previously analyzed in the 2030 GP EIR. Therefore, the Proposed Project would not result in new or substantially more adverse impacts than analyzed in the 2030 GP EIR and associated impacts would be less than significant, as with the 2030 General Plan.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related public services and recreation facilities. Since the certification of the 2030 GP EIR, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

TRANSPORTATION

Transportation <i>Would the project:</i>	2030 GP EIR Findings	Relationship to the 2030 GP EIR Findings		Project Conclusions	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant
b. Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b);	Not analyzed	<input type="checkbox"/>	<input type="checkbox"/>		Significant and Unavoidable
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or	Not analyzed	<input type="checkbox"/>	<input type="checkbox"/>		Less than Significant
d. Result in inadequate emergency access?	Not analyzed	<input type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 18a

The 2030 GP EIR determined that the 2030 General Plan would have a less than significant impact with respect to programs, plans, ordinances or policies addressing transit, roadway, bicycle and pedestrian facilities. Since certification of the 2030 GP EIR, the Contra Costa County Transportation Authority (CCTA) adopted the 2018 Contra Costa Countywide Bicycle and Pedestrian Plan (CBPP). Buildout of the Proposed Project would primarily involve construction of housing within the City's PDAs consistent with Plans Bay Area 2050 and other regional efforts, which would support increased use of transit to, from and

within the PDAs and would also support the CBPP, which plans for new bicycle and pedestrian infrastructure improvements within PDAs. Therefore, the Proposed Project would result in a less than significant impact relate to conflicts with adopted programs, plans, ordinances or policies addressing transit, roadway, bicycle and pedestrian facilities, as with the 2030 General Plan.

Criterion 18b

Subsequent to certification of the 2030 GP EIR, the passage of Senate Bill 743 (SB743) changed the way transportation impact analysis is conducted as part of CEQA compliance. Automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion can no longer be the basis for determining significant impacts under CEQA. In December 2018, the Governor’s Office of Planning and Research (OPR) completed an update to the CEQA Guidelines to implement the requirements of SB 743. The guidelines state that vehicle miles travelled (VMT) must be the metric used to determine significant transportation impacts. The guidelines require all lead agencies in California to use VMT-based thresholds of significance in CEQA documents published after July 2020.

The City of San Pablo has not adopted thresholds for VMT; therefore, a threshold of 15 percent below existing countywide VMT is used for the purpose of this analysis, consistent with guidance from OPR and CCTA. Accordingly, for the purpose of this analysis, VMT impacts would be significant if new residential development would exceed the following threshold: Aggregate Future (2031) Citywide Residential VMT per capita exceeds 15 percent below Aggregate Baseline (2023) Countywide VMT per capita. Kittleson & Associates analyzed VMT under the following scenarios were analyzed using the Contra Costa Countywide travel demand model:

- **Baseline.** The CEQA baseline year and land use described earlier in this memorandum. Baseline levels normally correspond to existing year conditions, which should be consistent with the CEQA baseline year. For this analysis, the baseline year is 2023 as represented by the CCTA model base year.
- **2023-2031 Proposed Project.** Projected 2031 land use resulting from buildout under the Proposed Project.

Table 10 provides the comparison of residential VMT per Capita for the City of San Pablo, for existing and with Proposed Project, and Contra Costa Countywide. As shown, VMT per capita with Proposed Project (8.4) is below the threshold (14.7) and hence, the Proposed Project would have a less than significant impact.

Table 10: Residential VMT per Capita Summary

Year	Scenario	Area	Population	Home-Based VMT	VMT/Capita	Potential Impact?
2023	Existing	Contra Costa County	1,155,101	19,993,544	17.3	-
Threshold	15% below Existing	Contra Costa County			14.7	
2023	Existing	San Pablo*	36,414	321,683	8.8	-
2031	With Project	San Pablo*	40,582	342,214	8.4	No

* Including 4 overlap zones in Richmond with Proposed Housing

Source: Kittleson & Associates, Inc. 2023

Criterion 18c and d

The Proposed Project would primarily involve construction of housing within the City's PDAs and in established neighborhoods. As such, it would not require the construction of new roads or the realignment of existing roadways. Similar to the 2030 GP EIR, individual developments associated with the Proposed Project would be required to be assessed for impact to emergency vehicle access and designed in accordance with all City applicable design standards for emergency access within and around the site. Therefore, the Proposed Project would have no impact with respect to hazards related to roadway design or emergency access. The Proposed Project would not result in new or substantially more adverse impacts than identified in the 2030 GP EIR.

Conclusion

Since certification of the 2030 GP EIR, the State has adopted new CEQA Guidelines requiring the analysis of VMT for determining the significance of traffic impacts. Further, the Proposed Project is projected to result in a net increase of jobs in the Planning Area, which would bring the VMT per employee under the proposed Housing Element higher than the threshold, which will result in a significant and unavoidable impact. Therefore, implementation of the Proposed Project could potentially result in new or substantially more adverse impacts than analyzed and mitigated in the 2030 GP EIR. However, as future development under the Proposed Project would be subject to existing City policy and regulations, impacts related to roadway hazards, adequate emergency response, conflicts with a circulation plan would be less than significant as with the 2030 General Plan.

UTILITIES AND SERVICE SYSTEMS

Utilities and Service Systems	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
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?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-G-6, PSCU-I-23, PSCU-I-24, PSCU-I-25, PSCU-I-26, PSCU-I-27, PSCU-I-28, PSCU-I-29, PSCU-I-30	Less than Significant

Utilities and Service Systems	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
<i>Would the project:</i>					
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GP 2030 PSU-I-23, PSU-I-24,	Less than Significant
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;	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GP 2030 PSCU-I-31, PSCU-I-33	Less than Significant
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; or	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	GP 2030 SN-G-5, Garbage, Recyclable Materials, and Organic Waste Ordinance (Municipal Code Chapter 8.12),	Less than Significant
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Not analyzed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2030 GP PSCU-I-39, PSCU-I-40, PSCU-I-41, and PSCU-I-42	Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criteria 19a-c

The 2030 GP EIR found that while population at buildout of the General Plan would slightly exceed that of the ABAG 2005 projections used to project water demand in the East Bay Municipal Utilities District service area, the additional demand would be minimal in relation to total available supply and with implementation of 2030 General Plan policies for water conservation, including PSCU-I-24 calling for the establishment of water conservation standards for new development and PSCU-I-25 calling for reduced water use in municipal operations, impacts would be less than significant. The 2030 GP EIR also found that the capacity of the West County Wastewater District treatment plant in Richmond would be sufficient to meet the projected needs of the 2030 General Plan and determined that associated impacts would be less than significant.

As discussed above in the Project Description, buildout of the Proposed Project would result in a substantially similar increment of growth as analyzed in the 2030 GP EIR - 150 housing units more than analyzed in the 2030 GP EIR, but 151 fewer jobs than previously analyzed. Accordingly, the Proposed Project would not require substantially more water supply or sewer capacity than previously analyzed and impacts would be less than significant, as with the 2030 General Plan. Further, buildout of the Proposed Plan would primarily involve infill development within the City's PDAs and in established neighborhoods where intensification of development has long been planned. As such, the construction of new or expansion of existing water and sewer conveyance infrastructure over and above that already planned would not be required to meet Proposed Project needs. New development pursuant to the Proposed Project would be required to comply with stormwater regulations, including National Pollutant Discharge Elimination System (NPDES) permit requirements and Contra Costa Clean Water C.3 provisions requiring the control of stormwater volume and velocity, minimizing the need for new or expanded public stormwater infrastructure. Therefore, impacts related to the construction or expansion of utility infrastructure would be less than significant, and overall the Proposed Project would not result in new or substantially more adverse impacts than analyzed in the 2030 GP EIR.

Criterion 19d and e

The 2030 GP EIR determined that, with implementation of the solid waste reduction policies in the 2030 General Plan, West Contra Costa Integrated Waste Management Authority (WCCIWMA) solid waste collection and landfill capacity would be sufficient to serve projected need under the 2030 General Plan and that impacts would be less than significant.

Since the 2030 GP EIR was certified, several new State laws that require solid waste diversion and reduction have been enacted, including AB 341- Mandatory Commercial Recycling, AB 1826- Mandatory Commercial Organics Recycling, AB 1884- Bans on Single-Use Plastic Straws, and SB 1383—Organics Recycling. Additionally, the City has adopted a Climate Action Plan (CAP) that incorporates strategies for solid waste reduction and diversion from landfill. Compliance with new State law and implementation of CAP strategies in combination with continued implementation of solid waste reduction policies in the 2030 General Plan would help ensure that the Proposed Project would not increase per capita solid waste generation above the levels analyzed in the 2030 GP EIR. As discussed above, buildout of the Proposed Project would result in a substantially similar increment of growth as analyzed in the 2030 GP EIR. As such, the Proposed Project would result in a less than significant impact related to solid waste generation, as with the 2030 General Plan. Additionally, new development pursuant to the Proposed Project would be required to comply with federal, state, and local management and reduction statutes and regulations related to solid waste and associated impacts would be less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 EIR, nor would it result in new significant impacts related to utilities and service system. Since the approval of the 2030 General Plan, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

WILDFIRE

Wildfire <i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-G-6, SN-G-7, SN-G-8, SN-I-31, SN-I-32, SN-I-33, SN-I-34, SN-I-35, SN-I-36	Less than Significant
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Safety and Noise Element SN-G-3, SN-I-16, SN-I-17, SN-I-18, SN-I-19	Less than Significant
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Wildfire <i>Would the project:</i>	<i>2030 GP EIR Findings</i>	<i>Relationship to the 2030 GP EIR Findings</i>		<i>Project Conclusions</i>	
		<i>Equal or Less Severe</i>	<i>New or Substantial Increase in Severity</i>	<i>Applicable Standards and Mitigation</i>	<i>Resulting Level of Significance</i>
result in temporary or ongoing impacts to the environment?					
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	No Impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Less than Significant

Summary of 2030 GP EIR Findings and Analysis of Proposed Project

Criterion 20a-d

The 2030 GP EIR determined that buildout of the 2030 General Plan would not increase the threat of wildfire hazards as less than one percent of the Planning Area is designated as high or very high threat of wildfire by the California Department of Forestry and Fire Protection (CAL FIRE) and because buildout would occur primarily on urban infill sites away from designated high and very high wildfire threat. Subsequent to the certification of the 2030 GP EIR, the CEQA Guidelines were amended to incorporate new criteria for the evaluation of impacts related to wildfire and CAL FIRE updated its maps of High and Very High Wildfire Severity Zones (VHFHSZ).

As described above under Hazards, based on CAL FIRE mapping, there are no areas within the City of San Pablo designated as either High or VHFHSZ; however, an area adjacent to the City in unincorporated Contra Costa County is designated as a VHFHSZ, as show on Figure 9. While the proposed Housing Element identifies several smaller single-family sites in established residential neighborhoods east of Interstate 80 (I-80) within a half-mile of the VHFHSZ, buildout of the Proposed Project would primarily involve infill development within the City's PDAs on the west side of I-80. New residential construction would be required to comply with California Building Code standards designed to reduce the risk of loss and damage associated with wildfire. Additionally, as discussed above, the Proposed Project would involve continued implementation of Safety and Noise Element policies that support the wildfire risk reduction and emergency evacuation strategies contained in the HMP and CWPP, including SN-I-31 through SN-I-34. Therefore, overall implementation of the Proposed Project would not substantially impair an adopted emergency evacuation or response plan; would not exacerbate wildfire risk and expose people to pollutant concentrations from wildfire; would not require the installation of infrastructure that may exacerbate

wildfire risk; or expose people or structure to significant downslope risks. Overall, impacts would be less than significant.

Conclusion

Based on an examination of the analysis, findings, and conclusions of the 2030 GP EIR, implementation of the Proposed Project would not substantially increase the severity of any impacts identified in the 2030 GP EIR, nor would it result in new significant impacts related to emergency response and wildland fires. Since the approval of the 2030 General Plan, no new information has emerged, nor have environmental conditions changed such that, new environmental impacts would be expected to emerge, or previously identified impacts would become more severe.

Figure 9: Fire Hazards



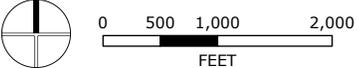
Responsibility Area

- Local Responsibility Area
- Federal Responsibility Area

Fire Hazard Severity Zone in LRA

- Very High Fire Hazard Zone
- Police Station
- Fire Station

- City Limits
- Sphere of Influence
- Major Highway
- Major Roads
- Local Roads
- Railroads



SOURCE: Fire Hazard Severity Zones in LRA, and SRA, CAL FIRE, 2009, Published 2018 (<https://legis.fire.ca.gov/FHSZ/>); City of San Pablo, 2021; Contra Costa County GIS, 2021; Dyett & Bhatia, 2021

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Addendum

City of San Pablo Targeted General Plan Update and Housing Element Project

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Appendix A

2030 SP EIR Impacts and Mitigation Measures

Executive Summary

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
Land Use		
No Impacts	NA	NA
Transportation		
<p>3.2-1 Implementation of the proposed San Pablo General Plan, in conjunction with anticipated regional growth and development, could cause conflicts with existing MTSOs for Routes of Regional Significance presented in the West County Action Plan.</p>	<p>C-I-7 Apply traffic Level of Service (LOS) standards to signalized intersections on Routes of Regional Significance to be consistent with the Contra Costa Transportation Authority’s West County Action Plan. (See Policy GME-I-17 in Chapter 4, Growth Management Element)</p> <p>C-I-8 Accept LOS F at the intersection of San Pablo Dam Road and San Pablo Avenue opposite Lytton Casino and at I-80 ramps at El Portal Drive and San Pablo Dam Road/Amador Street during two hour peak periods (a.m. and p.m.) as an interim standard until feasible traffic improvements can be designed, funded, and constructed.</p> <p>C-I-9 <u>*Design, evaluate, and implement improvements to the intersection of San Pablo Avenue and San Pablo Dam Road, upon collection of more specific data from Caltrans on anticipated (or measured) changes to traffic volumes related to their I-80 ramp improvement projects. Based solely on the CCTA model assumptions, a set of improvements that would mitigate regional growth and proposed project impacts include:</u></p> <ul style="list-style-type: none"> • <u>Converting the southbound through lane on San Pablo Avenue to a left-or-through lane to provide a total of one left-turn-only lane, one left-or-through lane and one through-or-right lane; and</u> • <u>Modifying the traffic signal timing to allow “split phases” for the northbound and southbound movements.</u> <p>C-I-10 Manage local residential streets (i.e., streets with direct driveway access to homes) to limit average daily vehicle volumes to 2,000 or less and keeping speeds between 15 and 25 miles per hour.</p> <p>C-I-11 Require new development to provide traffic improvements necessary to accommodate trips generated by the project without violating traffic LOS standards established by Policy C-I-8 or increasing the travel delay index above that established for Interstate 80 unless the City adopts Findings of Special Circumstances.</p> <p>C-I-13 Continue cooperative efforts with CCTA to identify streets and intersections with unacceptable traffic LOS standards and implement programs to upgrade them, consistent</p>	<p>Significant Cumulative Impact; Project Contribution Not Cumulatively Considerable</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	with the Complete Streets policy. See Growth Management Element for additional details.	
3.2-2 Implementation of the proposed San Pablo General Plan could conflict with the adopted Countywide Bicycle Master Plan.	<p>C-I-1 Design and operate city streets based on a “Complete Streets” concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities.</p> <p>C-I-2 Include “Complete Street” considerations in the design of all circulation improvement projects.</p> <p>C-I-5 Install traffic calming devices, such as signage, road bulbs (also called curb extensions), chicanes, raised crosswalks, and speed humps, as needed and appropriate in existing neighborhoods.</p> <p>C-I-14 Expand and maintain a safe and comprehensive bicycle system that connects the City’s neighborhoods to regional bicycle routes.</p> <p>C-I-15 Acquire land for new bicycle routes along Wildcat Creek, as shown in Figure 5-4, only if land owners are willing to sell such land or provide easements for public access. If landowners object to route designations, seek alternative routes and amend Bicycle Map accordingly.</p> <p>C-I-16 Require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.</p> <p>C-I-18 Adopt a Bicycle Master Plan to enhance bicycle circulation and planning, based on the route network in Figure 5-4 and the Contra Costa Countywide Bicycle and Pedestrian Plan.</p> <p>C-I-20 Work with the City of Richmond and Contra Costa County to develop safe and clearly marked pedestrian and bicycle linkages from downtown San Pablo to the Bay Trail. Improvements should connect Contra Costa College to the Wildcat Creek bikeway west of Davis Park, and also connect the bikeway at Davis Park to Alvarado Park east of the city. (See Figure 8-1.)</p>	Less than Significant

Executive Summary

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Regarding rail crossing safety, the proposed Plan offers Policy C-I-32:</p> <p>C-I-32 Promote safety at railroad crossings through the following measures, as necessary:</p> <ul style="list-style-type: none"> • Improvements to pedestrian warning devices at existin railroad crossings; • Installation of additional warning signage and/or channelization; • Improvements to traffic signaling at intersections adjacent to crossings, e.g. traffic preemption; • Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains; • Where sound walls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains; and • Rail safety awareness programs to educate the public about the hazards of at-grade crossing. <p>Proposed General Plan policies and proposed bicycle linkages and alignments thus do not directly conflict with countywide planning or state agency safety considerations, and therefore this impact is less than significant.</p>	
Air Quality		
3.3-1 Implementation of the proposed San	OSC-I-17 Prepare a Greenhouse Gas Emissions Reduction Plan that focuses on feasible actions the City can take to minimize the adverse impacts of growth and development on climate	Significant, Unavoidable ³

³ While the BAAQMD CEQA Guidelines require Plan-level analysis to determine significance to be based on the strict relationship between population and VMT, this determination cannot be modified to reflect the fact that improvements in vehicle fuel efficiency are expected to decrease emissions per vehicle mile traveled over the planning period. As described in the Metropolitan Transportation Commission’s Transportation 2035 Plan EIR (2009) air quality analysis, emissions of several criteria pollutants are projected to decrease through 2035, not increase, due to these fuel efficiency gains. As a basis for making a finding of overriding considerations, it is reasonable for the City to find that fuel efficiency, combined with the compact land use and multimodal transportation initiatives represent by proposed Plan policies, would actually result in minimal contribution to the overall regional cumulative impact of criteria pollutant emissions. However, in accordance with BAAQMD requirements, the cumulative impact described in this EIR must still found to be significant and unavoidable based on the assumed strict relationship between population and VMT.

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>Pablo General Plan could result in an increase in VMT at a rate that would exceed the rate of population increase within the City.</p>	<p>change and air quality. The plan would include, but not be limited to:</p> <ul style="list-style-type: none"> • A baseline inventory of all known or reasonably discoverable sources of greenhouse gases (GHGs) that currently exist in the city and sources that existed in 1990. • A projected inventory of the GHGs that can reasonably be expected to be emitted in the city in the year 2030 in accordance with discretionary land use decisions pursuant to this General Plan update and foreseeable communitywide and municipal operations. • A target for the reduction of emissions from those identified sources reasonably attributable to the City’s discretionary land use decisions and municipal operations, in line with site goals and targets established by the Air Resources Board. • A list of feasible GHG reduction measures whose purpose shall be to meet the established local reduction target, including energy conservation and “green building” requirements in municipal buildings and private development. <p>OSC-I-20 Require developers to use best management practices (BMPs) to reduce particulate emissions and dust associated with construction activities as a condition for approval of subdivision maps, site plans, and grading permits. These BMPs include, but are not limited to, regular materials and vehicle tire watering, covering, and dust prevention measures during clearing, grading, earth-moving, or excavation operations.</p> <p>OSC-I-21 Provide incentives for the installation of EPA-certified wood heaters or approved wood-burning appliances, list permitted and prohibited fuels, and create a “no burn” policy on days when air quality is particularly poor.</p> <p>OSC-I-22 Support CCTA’s efforts to address climate change and air quality issues on a regional basis as reflected in the ‘Principles for Collaborative Development of Sustainable Communities Strategies in Contra Costa County’.</p> <p>OSC-I-23 Continue to support the Bay Area Air Quality Management District’s efforts to monitor and control air pollutants from stationary sources.</p> <p>OSC-I-24 Continue to work with surrounding jurisdictions and agencies to establish parallel air quality programs and implementation measures, as necessary, to improve air quality standards.</p> <p>OSC-I-25 Support non-polluting transportation modes and opportunities (i.e. pedestrian, bike,</p>	

Executive Summary

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>carpooling opportunities and public transit improvements) as specified in the Circulation Element.</p> <p>OSC-I-26 Promote energy efficiency in architectural design for new construction including building orientation to take advantage of wind and sun, and site design features (such as clustering of uses), pre-wiring for optional photovoltaic or solar heating systems, etc.</p> <p>Additionally, the following policies would implement transportation demand management strategies to reduce VMT generated within the City:</p> <p>C-G-10 Promote efficient use of existing transportation facilities through the implementation of transportation demand management concepts.</p> <p>C-I-39 Establish travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.</p> <p>HEA-I-6 Establish an incentive system to encourage land dedication and park development beyond the minimum City requirements. Incentives may include density bonuses, and increased building height at appropriate locations. Tie incentive program to priority areas for parks development.</p> <p>HEA-I-11 Support the use of clean fuel, “climate friendly” vehicles in order to reduce energy use, energy costs, and greenhouse gas emissions by residents, businesses, and city government activities.</p> <p>HEA-I-12 Use zoning and redevelopment programs to establish incentives for locating healthy food grocery stores at the center of neighborhoods and to increase communitywide healthy food access. Approaches may include:</p> <ul style="list-style-type: none"> • Within the Zoning Ordinance, clearly define “healthy food grocery stores” in order to ensure that businesses meeting that description have access to incentives developed with them in mind. Recommended criteria include: 1) dedicates at least 50 percent of retail space for a general line of food and non-food grocery products intended for home preparation, consumption, and use; 2) dedicates at least 30 percent of retail space for perishable goods that include dairy, fresh produce, fresh meats-poultry-fish, and frozen foods; and 3) dedicates at least 500 square feet of its retail space for fresh produce; • Ensure sites are made available that could be developed as healthy food grocery 	

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>stores (with a focus on neighborhood areas with little or no access);</p> <ul style="list-style-type: none"> • Provide expedited permit processing for healthy food grocery store development; • Leverage City staff time, redevelopment funds, and other economic development grant money to help potential new healthy food grocers to consolidate parcels and/or make necessary improvements; • Encourage large healthy food grocers to offer shuttle service and home delivery; and • Develop standards and incentives flexible enough to accommodate “alternative” grocery stores which use less space, require less parking, and focus on the day-to-day needs of nearby residents. <p>C-I-14 Expand and maintain a safe and comprehensive bicycle system that connects the City’s neighborhoods to regional bicycle routes.</p> <p>C-I-15 Acquire land for new bicycle routes along Wildcat Creek, as shown in Figure 5-4, only if land owners are willing to sell such land or provide easements for public access. If landowners object to route designations, seek alternative routes and amend Bicycle Map accordingly.</p> <p>C-I-16 Require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.</p> <p>C-I-17 Evaluate multimodal level of service (MMLoS) qualitatively, consistent with the criteria in Table 5.2-4, for the following routes:</p> <ul style="list-style-type: none"> • For bicyclists, evaluate the routes shown on Figure 5-4, to determine necessary improvements. Bicycle LOS “C” standard is the goal for these streets. • For pedestrians, evaluate streets within Pedestrian Priority Zones (e.g. San Pablo Avenue, 23rd Street). As shown on Figure 5-1, to determine necessary improvements. In these zones, the Pedestrian LOS “C” is the goal. <p>C-I-18 Adopt a Bicycle Master Plan to enhance bicycle circulation and planning, based on the route network in Figure 5-4 and the Contra Costa Countywide Bicycle and Pedestrian Plan.</p> <p>C-I-19 Use brightly-colored paint or a one-foot buffer strip along bicycle routes to provide a visual signal to drivers to watch out for bicyclists and nurture a “share the lane” ethic.</p>	

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	<p>Start with areas of town where automobile-bicycle collisions have occurred in the past, based on data from the Statewide Integrated Traffic Records System maintained by the California Highway Patrol.</p> <p>C-I-20 Work with the City of Richmond and Contra Costa County to develop safe and clearly marked pedestrian and bicycle linkages from downtown San Pablo to the Bay Trail. Improvements should connect Contra Costa College to the Wildcat Creek bikeway west of Davis Park, and also connect the bikeway at Davis Park to Alvarado Park east of the city. (See Figure 8-1.)</p> <p>C-I-21 Complete and enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings.</p> <p>C-I-22 To maintain walkability and pedestrian safety, consider reducing curb-to-curb road widths and employing roadway design features such as islands, pedestrian refuges, and pedestrian count-down signals.</p> <p>C-I-23 Provide pedestrian facilities that are accessible to persons with disabilities and ensure that roadway improvement projects address accessibility and universal design concepts.</p> <p>C-I-24 In mixed-use areas or other areas with high pedestrian traffic, provide mid-block pedestrian crossings, where feasible, to create more direct walking routes and slow vehicle speeds.</p> <p>C-G-9 Foster practical parking solutions to serve community needs while avoiding excessive amounts of surface parking that disrupt the urban fabric of the city.</p> <p>C-I-33 Amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits, such as shared parking for mixed use projects, photovoltaic panels on parking structures to generate energy for parking lot lighting, landscaping and trees in surface parking, and pervious paving to improve groundwater recharge and promote innovative surface parking design that avoids the appearance of a “sea of asphalt” and reduces environmental impacts. Strategies will include, but are not limited to:</p> <ul style="list-style-type: none"> • Require parking to be provided behind buildings, wherever feasible; • Promote the use of time, motion-sensing, and/or solar powered parking lot lights or security lights, wherever feasible; • Establish specific standards for perimeter landscaping, including the type and 	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>coverage required along the edges of surface parking areas adjacent to streets;</p> <ul style="list-style-type: none"> • Require a minimum number of trees per parking stall in surface parking areas (e.g. 1 per 8 stalls for double-loaded bays) to provide shade, and reduce urban heat island effects; • Separate pedestrian pathways from car lanes where possible; • Promote the use of porous paving and a variety of drainage features according to the site; and • Restrict use of vacant lots as vehicle parking and outdoor storage of commercial equipment, construction equipment, and similar items unless screened from view from adjacent streets. <p>Housing Element Policies</p> <p>H-4 Promote the development of energy efficient homes to help protect the environment and lower the energy costs for San Pablo residents.</p> <p>Program H-2.1.8 Provide by right reductions from the standard parking requirements for new residential projects that are located on San Pablo Avenue and have frequent transit service.</p> <p>Policy H-4.1 Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.</p> <p>Program H-4.1.1 Promote the County’s and PG&D’s weatherization programs to extremely low- to moderate-income homeowners and seniors to improve the energy efficiency of their residence and/or replace existing energy inefficient appliances.</p> <p>Program H-4.1.2 Promote the use of solar energy and other environmentally sound, energy efficient methods for heating and cooling homes, consistent with adopted building, mechanical and plumbing codes.</p> <p>Program H-4.1.3 Require developers to complete a GreenPoint Checklist, Leadership in Energy and Environmental Design Checklist (LEED) or equivalent, as part of their submittal to</p>	

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	<p>the Planning Division and encourage them to attain the equivalent of LEED Silver certification or better.</p> <p>Program H-4.1.4 Consider a Green Building Design Ordinance that offers density, FAR, and height bonuses for private projects that meet certain green building thresholds.</p> <p>Program H-4.1.5 Facilitate environmentally sensitive construction practices by:</p> <ul style="list-style-type: none"> • Restricting the use of chloroflourocarbons (CFCs), hydrochloroflourocarbons (HCFCs), and halons in mechanical equipment and building materials; • Promoting the use of products that are durable and allow efficient end-of-life disposal (recyclable); • Requiring large project applicants to submit a construction waste management plan for City approval; • Promoting the use of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts. 	
<p>3.3-2 Implementation of the proposed San Pablo General Plan would result in an implementing document that is consistent with and implements the goals and Control Measures of the Clean Air Plan.</p>	<p>Refer to Table 3.3-6 for details.</p> <p>LU-I-1 Amend the Zoning Ordinance to implement new General Plan land use designations and promote Transit-Oriented Development (TOD) at appropriate locations.</p> <p>GME-I-3 Continue to require new development to pay its fair share of needed transportation improvements through impact fees, community benefit agreements, and other mechanisms.</p> <p>GME I-5 Approve a development project only after making findings that one or more of the following conditions are met:</p> <ul style="list-style-type: none"> • No revenue from Measure J will be used to replace or provide developer funding that has or would have been committed to any mitigation project; • The development project will fully fund public facilities and infrastructure as necessary to mitigate any impacts arising from the new development; and 	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<ul style="list-style-type: none"> • The development project will pay mitigation fees for public facilities and infrastructure improvements in proportion to the development’s impacts. <p>C-I-12 Schedule public transportation improvement projects in the Capital Improvement Program (CIP).</p> <p>C-G-6 Encourage the expansion of public transportation systems.</p> <p>C-G-7 Facilitate the use of public transportation in San Pablo by making it more comfortable and convenient.</p> <p>C-I-27 Work with public transit providers to advocate the expansion of transit service to underserved areas in the city.</p> <p>C-I-29 Work with public transit providers, Contra Costa College, and property owners to identify and develop a future Major Transit Hub along San Pablo Avenue, near Mission Plaza.</p> <p>C-I-30 In partnership with CCTA and the West Contra Costa Transportation Advisory Committee, pursue funding to study the feasibility of developing a public transit system along the BNSF Railway corridor.</p> <p>C-G-4 Maintain acceptable levels of service for all modes of travel.</p> <p>GME-G-3 Provide new and improved pedestrian, bicycle routes, parking and transit facilities, as envisioned in the Circulation Element</p> <p>C-I-25 Work with public transit providers to upgrade selected bus-stops with advanced traveler information systems (ATIS).</p> <p>C-I-27 Work with public transit providers to develop context-sensitive bus-stop designs that would facilitate traffic flow and passenger safety along 23rd Street and San Pablo Avenue.</p> <p>C-I-1 Design and operate city streets based on a “Complete Streets” concept that enables safe, comfortable, and attractive access and travel for pedestrians, bicyclists, motorists, and transit users of all ages and abilities</p> <p>C-I-13 Expand and maintain a safe and comprehensive bicycle system that connects the City’s neighborhoods to regional bicycle routes.</p> <p>C-I-15 Require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.</p>	

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	<p>C-I-20 Complete and enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings.</p> <p>GME-G-1 Manage the City’s growth and protect open space by establishing an Urban Limit Line (ULL).</p> <p>GME-G-3 Provide new and improved pedestrian, bicycle routes, parking and transit facilities, as envisioned in the Circulation Element.</p> <p>GME-G-4 Promote mixed-use, high density infill development and support land use patterns that make more efficient use of the transportation system.</p> <p>LU-I-1 Amend the Zoning Ordinance to implement new General Plan land use designations and promote Transit-Oriented Development (TOD) at appropriate locations.</p> <p>LU-I-16 Support residential infill on vacant lots within existing neighborhoods.</p> <p>H 2.1.8 Provide by right reductions from the standard parking requirements for new residential projects that are located on San Pablo Avenue and have frequent transit service.</p> <p>HEA-I-11 Support the use of clean fuel, “climate friendly” vehicles in order to reduce energy use, energy costs, and greenhouse gas emissions by residents, businesses, and city government activities.</p> <p>OSC-I-17 Prepare a Greenhouse Gas Emissions Reduction Plan that focuses on feasible actions the City can take to minimize the adverse impacts of growth and development on climate change and air quality. The plan would include, but not be limited to:</p> <ul style="list-style-type: none"> • A baseline inventory of all known or reasonably discoverable sources of greenhouse gases (GHGs) that currently exist in the city and sources that existed in 1990. • A projected inventory of the GHGs that can reasonably be expected to be emitted in the city in the year 2030 in accordance with discretionary land use decisions pursuant to this General Plan update and foreseeable communitywide and municipal operations. • A target for the reduction of emissions from those identified sources reasonably attributable to the City’s discretionary land use decisions and municipal operations, in line with State goals and targets established by the Air Resources Board. • A list of feasible GHG reduction measures whose purpose shall be to meet the 	

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>established local reduction target, including energy conservation and “green building” requirements in municipal buildings and private development.</p> <p>OSC-I-18 Work with the Bay Area Air Quality Management District to develop and implement a Community Risk Reduction Plan (CRRP) to address the exposure of sensitive populations to toxic air contaminant emissions in San Pablo.</p>	
<p>3.3-3 Implementation of the proposed San Pablo General Plan results in an implementing document that includes a land use diagram identifying overlay zones around existing and planned sources of toxic air contaminants (TACs) and address these TAC sources and sensitive receptors in its goals, policies and objectives.</p>	<p>OSC-I-18 Work with the Bay Area Air Quality Management District to develop and implement a Community Risk Reduction Plan (CRRP) to address the exposure of sensitive populations to toxic air contaminant emissions in San Pablo.</p> <p>OSC-I-19 Maintain a 500-foot Air Quality Health Risk Overlay Zone on either side of Interstate 80 within the Planning Area to protect sensitive receptors from toxic air emissions. Within this overlay, avoid approval of new sensitive land uses, and for those projects permitted, require site-specific project design improvements (such as higher performance windows and HVAC systems) in order to reduce public health risks associated with poor air quality in these locations.</p> <p>And policies OSC-I-23 through OSC-I-25, as detailed in Impact 3.3-1.</p>	<p>Less than Significant</p>
Energy and Greenhouse Gases		
<p>3.4-1 Implementation of the proposed Plan would result in a substantial increase in per service population (residents + jobs)</p>	<p>C-I-5 In consultation with PG&E, study the feasibility of a program for converting city-owned street lights to light-emitting diode (LED) technology, and take advantage of rate reductions and rebates, as applicable.</p> <p>C-I-12 Continue coordination efforts with public transit providers to maintain transit service that is safe and efficient with convenient connections to high use and activity intersections in the city.</p>	<p>Less than Significant</p>

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energy consumption.	<p>C-I-14 Work with public transit providers to advocate the expansion of transit service to underserved areas in the City.</p> <p>C-I-18 Expand and maintain a safe and comprehensive bicycle system that connects the City’s neighborhoods to regional bicycle routes.</p> <p>C-I-20 Require the provision of bicycle parking and related facilities in new employment-generating development to facilitate multi-modal commute choices.</p> <p>C-I-23 Complete and enhance the pedestrian network with an interconnected system of walkways, continuous sidewalks on both sides of the street, and pedestrian crossings.</p> <p>C-I-27 Amend the Zoning Ordinance to establish “green” parking design standards that have multiple benefits, such as shared parking for mixed use projects, passive solar on parking structures to generate energy for parking lot lighting, landscaping and trees in surface parking, and pervious paving to improve groundwater recharge and promote innovative surface parking design that avoids the appearance of a “sea of asphalt” and reduces environmental impacts.</p> <p>OSC-I-26 Promote energy efficiency in architectural design for new construction including building orientation to take advantage of wind and sun, and site design features (such as clustering of uses), pre-wiring for optional photovoltaic or solar heating systems, etc.</p> <p>HEA-I-4 Act as a model to other large employers by selecting and implementing a suite of transportation demand management (TDM) programs designed to reduce single-occupant vehicle trips and overall vehicle emissions generated by trips that start or end in San Pablo. Programs may include, but are not limited to: Installation of showers, lockers, and secure bike parking facilities in city-owned buildings; Designation of preferred parking spaces for carpools, carshare programs, and clean fuel vehicles; and Provision of transit benefits that reduce direct employee public transportation costs.</p> <p>HEA-I-11 Support the use of clean fuel, “climate friendly” vehicles in order to reduce energy use, energy costs, and greenhouse gas emissions by residents, businesses, and city government activities.</p> <p>In addition, several water conservation and waste reduction policies from Chapter 6 of the proposed General Plan would also contribute to per capita and per job energy savings in San Pablo.</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>3.4-2 Implementation of the proposed Plan, combined with forecast countywide growth, would cause San Pablo to exceed the per service population (residents + jobs) GHG emissions threshold of 6.6 MT CO₂e/year established by BAAQMD.</p>	<p>OSC-I-17 Prepare a Greenhouse Gas Emissions Reduction Plan that focuses on feasible actions the City can take to minimize the adverse impacts of growth and development on climate change and air quality. The plan would include, but not be limited to:</p> <ul style="list-style-type: none"> • A baseline inventory of all known or reasonably discoverable sources of greenhouse gases (GHGs) that currently exist in the city and sources that existed in 1990. • A projected inventory of the GHGs that can reasonably be expected to be emitted in the city in the year 2030 in accordance with discretionary land use decisions pursuant to this General Plan update and foreseeable communitywide and municipal operations. • A target for the reduction of emissions from those identified sources reasonably attributable to the City’s discretionary land use decisions and municipal operations, in line with site goals and targets established by the Air Resources Board. • A list of feasible GHG reduction measures whose purpose shall be to meet the established local reduction target, including energy conservation and “green building” requirements in municipal buildings and private development. <p>Furthermore, all policies listed above under Impact 3.4-I would also reduce GHG emissions as they reduce energy use.</p>	<p>Less than Significant</p>
Hydrology and Flooding		
<p>3.5-1 Implementation of the proposed San Pablo General Plan could adversely affect water quality and drainage patterns in the short term due to erosion</p>	<p>None required.</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
and sedimentation during construction activities.		
<p>3.5-2 Implementation of the proposed San Pablo General Plan could result in degradation of water quality and depletion of groundwater supplies by increasing nonpoint source pollutants including sedimentation in stormwater runoff through creation of new impervious surfaces in new development.</p>	<p>PSCU-G-5 Continue to ensure the successful provision, maintenance, and operation of City-owned public infrastructure and utilities.</p> <p>PSCU-G-6 Support the efficient use and conservation of water.</p> <p>PSCU-G-7 Maintain a comprehensive storm drainage system to protect life and property.</p> <p>OSC-G-3 Protect and enhance wetlands, creek systems, and rare and endangered species and their habitats.</p> <p>OSC-G-4 Ensure both access and ecological functionality of the creek system in San Pablo.</p> <p>OSC-G-5 Protect water supply and quality through conservation and good stormwater management practices.</p> <p>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. Such features may include, but are not limited to:</p> <ul style="list-style-type: none"> • Canopy trees or shrubs to absorb rainwater; • Grading that lengthens flow paths and increases runoff travel time to reduce the peak hour flow rate; • Removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Permeable paving and parking area design; • Stormwater detention and retention basins to facilitate infiltration; and • Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses. <p><i>Detailed recommendations are provided in the Bay Area Stormwater Management Agency's "Start at the Source Design Guidance Manual for Stormwater Quality Protection."</i></p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>OSC-I-10 Maintain, protect, and enhance San Pablo’s creeks, including Rheem, San Pablo, and Wildcat creeks, as local environmental and aesthetic resources, with approaches including, but not limited to:</p> <ul style="list-style-type: none"> • Establishing a Creek Improvement Program to widen, day-light, and improve San Pablo and Wildcat creeks for the enjoyment of residents; • Strengthening stormwater management requirements for properties adjacent to the creek areas by applying techniques that maintain or restore nature character; • Enforcing restrictions on the planting of invasive species near creek areas; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g. through trail development) would enhance creek appreciation without disrupting ecological function; • Working with developers to “daylight” portions of creeks that have historically been channelized underground under existing paved areas (e.g. parking lots); and • Requiring minimum setbacks from the top of the creek bank for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. <p>OSC-I-11 Require property owners with properties adjacent to creeks to pay for creek improvement maintenance.</p> <p>OSC-I-12 Continue to work with the Regional Water Quality Control Board (RWQCB) to protect and improve ground- and surface-water quality in the region.</p>	
<p>3.5-3 Implementation of the proposed San Pablo General Plan could result in additional runoff exceeding the capacity of existing stormwater facilities and increasing</p>	<p>In addition to the guiding and implementing policies listed under Impact 3.5-1 above, the following policies also help to reduce this potential impact on the stormwater drainage system:</p> <p>PSCU-I-31 Require, as a condition of project approval, stormwater drainage and sewer improvements in proportion to a project’s impacts, including upgrades, replacements, or repairs to older stormwater collection systems, as necessary.</p> <p>PSCU-I-32 Maintain master storm drain system maps that identify locations where easements should be reserved for eventual installation of pipes and structures to ensure appropriate storm drainage management.</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
potential flooding of receiving waters and areas in downstream.	PSCU-I-33 Coordinate with the West County Wastewater District to address planning capacity and identify deficiencies in the waste water collection system.	
3.5-4 Implementation of the proposed San Pablo General Plan could result in the placement of housing in the 100-year floodplain or structures that would impede flood flows exposing people to injury or death.	<p>SN-G-2 Minimize the risks to property, life, and the environment due to flooding hazards.</p> <p>SN-I-7 Continue to minimize the risk of flooding to development through the development review process. Require new development within a flood plain to comply with the City's Floodplain Management and Flood Damage Prevention Ordinance and to submit hydrologic studies, identify site development and construction methods, and implement appropriate mitigation measures to minimize surface water run-off.</p> <p><i>Developers will be required to provide an assessment of a project's potential impacts on the local storm drainage system as part of the development review process. If development is found to have a negative impact on storm drainage, mitigation measures, such as the creation of permanent or temporary detention or retention basins, provision of additional landscaped areas and green roofs, installation of pump stations, and the use of permeable paving in driveways, walkways and parking areas, may be required.</i></p> <p>SN-I-8 Annually review the Land Use Element to identify whether any additional areas subject to flooding have been defined in updated flood plain maps prepared by the Federal Emergency Management Agency (FEMA) or the State Department of Water Resources (DWR) and adopt amendments to the General Plan or the Zoning Ordinance, as warranted.</p> <p>SN-I-9 Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with Federal.</p> <p>SN-I-10 Periodically review National Flood Insurance Program maps to ensure that the City's zoning and building regulations reduce potential risks from flooding pursuant to the National Flood Insurance Program of 1968.</p> <p>SN-I-11 Inform households and businesses located in flood-prone areas about opportunities to purchase flood insurance.</p> <p><i>The City will regularly remind residents of the value of flood insurance for vulnerable properties</i></p>	Less than Significant

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	<p><i>through newsletters and other educational materials. Purchase of flood insurance is required for buildings in Special Flood Hazard Areas defined by the Flood Insurance Rate Map when a federally regulated lender holds the mortgage on the building.</i></p> <p>SN-I-12 Site new essential public facilities outside of the 100-year flood plains, including hospital and healthcare facilities, emergency shelters, police and fire stations, and emergency communications facilities to minimize exposure to 100-year floods.</p> <p>SN-I-13 Cooperate with the County Flood Control District, California Department of Transportation, and the Army Corp of Engineers to mitigate potential flooding risks, including flood control projects on Wildcat and San Pablo creeks and the maintenance of drainage facilities and infrastructure.</p> <p>SN-I-14 Work with railroad operators on minimizing downstream flooding related to limited number of culverts.</p>	
<p>3.5-5 Implementation of the proposed San Pablo General Plan would expose people or structures to risk of flooding due to the failure of a dam.</p>	<p>The policies listed above under Impact 3.5-4 also help to reduce this potential impact.</p>	<p>Less than Significant</p>
<p>3.5-6 Implementation of the proposed San Pablo General Plan in combination with past, present, and foreseeable future development in the surrounding communities and with other agencies in the County, could</p>	<p>The policies listed above under impacts 3.5-1 through 3.5-5 help to reduce this potential cumulative impact.</p>	<p>Less than Significant</p>

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adversely affect water quality of regional water bodies.		
Biological Resources		
<p>3.6-1 Implementation of the San Pablo General Plan could result in negative effects, either directly or through habitat modifications, on special-status species.</p>	<p>OSC-G-3 Protect and enhance wetlands, creek systems, and rare and endangered species and their habitats.</p> <p>OSC-G-4 Ensure both access and ecological functionality of the creek system in San Pablo.</p> <p>OSC-G-5 Protect water supply and quality through conservation and good stormwater management practices.</p> <p>OSC-I-4 Require protection of sensitive habitat areas and “special status” species through measures implemented in new development in the following order: 1) avoidance, 2) on-site mitigation, and 3) offsite mitigation, and require assessments of biological resources prior to approval for any development within 300 feet of any creeks, wetlands, or other sensitive habitat areas.</p> <p><i>The City will coordinate with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, California Department of Fish and Game, and Regional Water Quality Control Board to ensure City staff is providing developers with the best guidance and standards for project design to avoid impacts to creeks, wetland features, woodlands, or other sensitive natural features.</i></p> <p>OSC-I-5 Develop a list of native plants and landscaping guidelines that residents and business owners should use for public and private landscaping plans. Make this list and guidance accessible through the Planning Department, the Public Library, and the City website.</p> <p><i>Urban landscaping design and planting choices should be managed to maximize ecological and health benefits for the whole community.</i></p> <p>OSC-I-6 Prohibit the use of invasive plant species, such as pampas grass and ivies, adjacent to wetlands, riparian areas, or other sensitive habitat.</p> <p><i>Invasive plants are introduced species that can thrive in areas beyond their natural range of dispersal. These plants are characteristically adaptable, aggressive, and have a high reproductive capacity. Their vigor combined with a lack of natural enemies often leads to outbreak populations that overwhelm local plant species.</i></p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>OSC-I-7 Preserve and protect undeveloped hillside areas for their potential habitat value and as a visual and open space resource.</p> <p>OSC-I-10 Maintain, protect, and enhance San Pablo’s creeks, including Rheem, San Pablo, and Wildcat creeks, as local environmental and aesthetic resources, with approaches including, but not limited to:</p> <ul style="list-style-type: none"> • Establishing a Creek Improvement Program to widen, day-light, and improve San Pablo and Wildcat creeks for the enjoyment of residents; • Strengthening stormwater management requirements for properties adjacent to the creek areas by applying techniques that maintain or restore nature character; • Enforcing restrictions on the planting of invasive species near creek areas; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g. through trail development) would enhance creek appreciation without disrupting ecological function; • Working with developers to “daylight” portions of creeks that have historically been channelized underground under existing paved areas (e.g. parking lots); and • Requiring minimum setbacks from the top of the creek bank for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. <p>OSC-I-11 Require property owners with properties adjacent to creeks to pay for creek improvement maintenance.</p> <p>OSC-I-12 Continue to work with the Regional Water Quality Control Board (RWQCB) to protect and improve ground- and surface-water quality in the region.</p> <p>OSC-I-20 Require developers to use best management practices (BMPs) to reduce particulate emissions and dust associated with construction activities as a condition for approval of subdivision maps, site plans, and grading permits. These BMPs include, but are not limited to, regular materials and vehicle tire watering, covering, and dust prevention measures during clearing, grading, earth-moving, or excavation operations.</p> <p>SN-I-36 Use the Community Noise Level Exposure Standards, shown in Table 9.6-1, as review</p>	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>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.</p> <p>SN-I-37 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 noise adjacent level to acceptable ranges based on the Community Noise Environment Standards.</p> <p>SN-I-38 Require new, fixed noise sources (e.g. mechanical equipment) to use best available control technology to minimize noise and vibration. <i>Noise from mechanical equipment can often be reduced by applying soundproofing materials, mufflers, or other controls provided by the manufacturer.</i></p> <p>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. Such features may include, but are not limited to:</p> <ul style="list-style-type: none"> • Canopy trees or shrubs to absorb rainwater; • Grading that lengthens flow paths and increases runoff travel time to reduce the peak hour flow rate; • Removing curbs and gutters from parking areas where appropriate to allow stormwater sheet flow into vegetated areas; • Permeable paving and parking area design; • Stormwater detention and retention basins to facilitate infiltration; and • Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses. 	
3.6-2 Implementation of the San Pablo General Plan could	OSC-I-8 If site work or construction (i.e., ground clearing or grading, including removal of trees or shrubs) activities are to occur during the nesting bird breeding season (February 1 through August 31), the City will require a pre-construction survey by a qualified wildlife	Less than Significant

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>result in the direct loss of nesting birds.</p>	<p>biologist, assessing potential special-status bird nesting habitat within 500 feet of the project site, no more than two weeks in advance, of the planned activity. All identified nests should be buffered from the construction activity as recommended by the biologist and confirmed by City staff, in accordance with the nature of the construction and nesting activities.</p> <p><i>Construction activities scheduled to occur during the non-breeding season (September 1 through January 31) do not require a survey. Construction activities commencing during the non-breeding season and continuing into the breeding season also do not require surveys. Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered.</i></p> <p>Furthermore, proposed General Plan policies listed under Impact 3.6-1 would also help to reduce this potential impact to a level that is less than significant.</p>	
<p>3.6-3 Implementation of the San Pablo General Plan has the potential to affect migratory and breeding birds through building collisions and increases in nighttime lighting.</p>	<p>Proposed General Plan policies listed under impacts 3.6-1 and 3.6-2 would also help to reduce this potential impact to a level that is less than significant.</p>	<p>Less than Significant</p>
<p>3.6-4 Implementation of the proposed San Pablo General Plan may adversely impact special-status bat species through removal of potential roosting habitat and</p>	<p>OSC-I-9 For any development projects involving removal of mature trees and/or demolition of vacant buildings (both potential habitats for special-status bats), require a pre-construction survey by a qualified wildlife biologist to determine if bats are present using an acoustic detector. Require implementation of feasible recommendations of the biologist on removal of trees with signs of bat activity during a period least likely to adversely affect the bats, or the creation of a “no disturbance” buffer, if a viable alternative.</p>	<p>Less than Significant</p>

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Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
through increases in noise levels during construction.	Furthermore, proposed General Plan policies listed under impacts 3.6-1 through 3.6-3 would also help to reduce this potential impact to a level that is less than significant.	
3.6-5 Implementation of the San Pablo General Plan could result in the filling of wetlands and other waters.	<p>OSC-I-20 Require developers to use best management practices (BMPs) to reduce particulate emissions and dust associated with construction activities as a condition for approval of subdivision maps, site plans, and grading permits. These BMPs include, but are not limited to, regular materials and vehicle tire watering, covering, and dust prevention measures during clearing, grading, earth-moving, or excavation operations.</p> <p>SN-I-6 Require erosion prevention of hillside areas by re-vegetation or other acceptable methods.</p> <p>SN-I-7 Continue to minimize the risk of flooding to development through the development review process. Require new development within a flood plain to comply with the City's Floodplain Management and Flood Damage Prevention Ordinance and to submit hydrologic studies, identify site development and construction methods, and implement appropriate mitigation measures to minimize surface water run-off.</p> <p><i>Developers will be required to provide an assessment of a project's potential impacts on the local storm drainage system as part of the development review process. If development is found to have a negative impact on storm drainage, mitigation measures, such as the creation of permanent or temporary detention or retention basins, provision of additional landscaped areas and green roofs, installation of pump stations, and the use of permeable paving in driveways, walkways and parking areas, may be required.</i></p> <p>Furthermore, proposed General Plan policies listed under impacts 3.6-1 through 3.6-4 would also help to reduce this potential impact to a level that is less than significant.</p>	Less than Significant
3.6-6 Implementation of the proposed San Pablo General Plan could interfere	SN-I-13 Cooperate with the County Flood Control District, California Department of Transportation, and the Army Corp of Engineers to mitigate potential flooding risks, including flood control projects on Wildcat and San Pablo creeks and the maintenance of drainage facilities and infrastructure.	Less than Significant

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>substantially with the movement of native resident or migratory fish or wildlife species.</p>	<p><i>Flood control projects will be designed to support the City's efforts to reestablish natural conditions in these creek corridors.</i></p> <p>Furthermore, proposed General Plan policies listed under impacts 3.6-1 through 3.6-5 would also help to reduce this potential impact to a level that is less than significant.</p>	
<p>3.6-7 Subsequent development projects associated with the implementation of the San Pablo General Plan in conjunction with other past, present, pending and reasonably foreseeable development in the County of Contra Costa or the City of San Pablo could result in cumulative adverse impacts on special-status species, wetlands, or other waters of the United States.</p>	<p>The San Pablo General Plan and other future projects within the cumulative geographic context are required to comply with local, state, and federal laws and policies and all applicable permitting requirements of the regulatory and oversight agencies intended to address potential impacts on biological resources, including wetlands, other waters of the United States, and special-status species. Additionally, new projects would be required to mitigate significant effects on these biological resources to the extent feasible, although it is possible that some projects may be approved even though they would have significant, unavoidable impacts on biological resources.</p> <p>Existing conditions in the City of San Pablo reflect the results of past development, which has filled or otherwise eliminated much of the original extent of the wet meadow and wetlands once present and resulted in loss and fragmentation of original habitat, as well as the introduction of night lighting and increased noise. Current industrial and residential uses provide little habitat value for the majority of the city. However, the city contains two vegetated riparian corridors that provide valuable wildlife habitat.</p> <p>Unmitigated significant noise and lighting impacts resulting from the implementation of the General Plan and other reasonably foreseeable projects, combined with existing conditions resulting in part from past development, could increase the aggregate effect and be considered cumulatively significant. However, the current impact analysis has shown that the proposed project has the potential for relatively minor impacts on biological resources and that these impacts can be minimized to less than significant levels through the application of the General Plan Policies and proposed mitigation measures. When considered relative to all past, present, and reasonably foreseeable similar projects within the geographic context for this analysis, the incremental contribution of the proposed project to an already existing cumulative impact would not be cumulatively considerable. Therefore, the cumulative effect of the proposed project on biological resources would be less than significant.</p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
Geology & Seismicity		
<p>3.7-1 Implementation of the proposed General Plan could expose people or property to loss, injury, or death related to seismically-induced surface rupture, ground failure, ground shaking, liquefaction, landslides, or tsunamis.</p>	<p>SN-I-1 Amend the Zoning Ordinance to include provisions for a geologic hazards abatement district for hillside areas at risk of landslides in San Pablo. <i>The Geologic Hazard Abatement District is a potentially useful tool to effectively abate a landslide hazard that crosses property boundaries. It is a mechanism that responds to the physical realities of landslides, and allows property owners to cooperate in solving a common problem. It removes much of the stigma of legal liabilities among adjacent landowners and allows them to cooperate rather than litigate. It also provides for a cost-effective solution, requiring only one geotechnical engineering firm and one plan to solve the problems of several landowners.</i></p> <p>SN-I-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.</p> <p>SN-I-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.</p> <p>SN-I-4 Continue to identify and catalogue structures that may be subject to serious structural damage in the event of a major earthquake, and provide information to property owners on ways to pay for rehabilitation of existing buildings, including available State and other financing resources.</p> <p>SN-I-5 Support efforts by State and regional agencies to promote public awareness of potential geologic and seismic hazards.</p>	<p>Less than Significant</p>
<p>3.7-2 Implementation of the proposed General Plan could require significant earthwork and road cuts, increasing the potential for short-term and long-term</p>	<p>SN-I-6 Require erosion prevention of hillside areas by re-vegetation or other acceptable methods.</p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

<i>Impact</i>	<i>Proposed General Policies and Mitigation Measures that Reduce the Impact</i>	<i>Significance after Mitigation</i>
soil erosion and slope failure.		
3.7-3 Implementation of the proposed General Plan could cause new development to be built on highly compressible, expansive, or weak, unconsolidated soils, creating substantial risks to life or property from on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	The policies listed under impacts 3.7-1 and 3.7-2 reduce this impact to a level that is less than significant, and are incorporated here by reference.	Less than Significant
3.7-4 Implementation of the proposed General Plan, combined with regional population growth, would result in an increased risk of exposure of people and property to geologic hazards.	None required.	Less than Significant Cumulative Impact

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Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
Public Services, Facilities, and Utilities		
<p>3.8-1 Implementation of the proposed Plan will require additional police and fire protection services that exceed current staffing and facilities.</p>	<p>SN-I-24 Assess the manpower, training, facility and equipment needs of the Police Department periodically to ensure they meet current and future community needs. <i>The City will ensure the staffing ratios and response times meet national standards, and hire additional police officers, support training programs, and retrofit police-related facilities and purchase equipment, as needed.</i></p> <p>SN-I-26 Explore the feasibility of developing a small police station at Rumrill Boulevard and Market Avenue and/or expansion of existing facility.</p> <p>SN-I-27 Continue to share information and develop joint law enforcement efforts with adjacent jurisdictions and other public safety agencies.</p> <p>SN-I-16 Continue to work with the County Fire Department to make San Pablo more resilient to fire hazards. <i>The City's Planning Division will work with the County Fire Department to plan for, maintain, and expand local fire service activities. The City's Building Division will consult with the Fire Department on new construction plan checking, building inspections, weed abatement and hazard mitigation activities, and public information resources. The City's Public Works and Planning Division will work with Fire Department to review, hydrant locations, landscaping and other fire safety criteria. The City's Police Department will work with the Fire Department to distribute fire safety information and coordinate public safety education in schools.</i></p> <p>SN-I-18 Review the Fire District's fire hazard standards and annual report to determine if there should be a modification or additional types of services based on local population needs.</p>	<p>Less than Significant</p>
<p>3.8-2 Implementation of the proposed Plan will increase enrollment, but this will not exceed the capacity of existing schools.</p>	<p>None required</p>	<p>Less than Significant</p>
<p>3.8-3 Implementation of the proposed Plan</p>	<p>PSCU-I-1 Seek to achieve a standard of 3.0 acres of parkland per 1,000 residents. <i>In addition to parkland dedication by developers, the City will also acquire or re-develop parkland</i></p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>would increase the ratio of parkland from the existing ratio but still fall short of the City's goal of 3 acres per thousand residents.</p>	<p><i>to meet the goal of 3.0 acres of park per 1,000 residents, subject to availability of funding. Specialized recreational facilities, such as school facilities, may be counted as part of the parkland total if they become publicly accessible.</i></p> <p>PSCU-I-4 Require residential developers to contribute to the City's parks and open space system based on their proportional share of needs generated by new residents.</p> <p>PSCU-I-5 Periodically update park impact fees to assure the City's ability to maintain park and recreation infrastructure and facilities.</p> <p>PSCU-I-6 Acquire land for mini-parks in Old Town and other neighborhoods where parks are needed.</p> <p><i>The City will acquire and develop a mini-park in the Old Town neighborhood to respond to the recreational needs of that area. A playing field is also being planned on city-owned land for the Rumrill neighborhood. Along San Pablo Avenue, proposed mini-parks are shown as symbols, indicating the general location. Details will be developed in a Parks and Recreation Master Plan (see PSCU-I-2).</i></p> <p>PSCU-I-8 Continue joint-use park and recreation agreements with West Contra Costa Unified School District and the Contra Costa College to improve the community's access to park and recreation facilities with minimal or no financial commitments by the City.</p> <p>HEA-I-6 Establish an incentive system to encourage land dedication and park development beyond the minimum City requirements. Incentives may include density bonuses, and increased building height at appropriate locations. Tie incentive program to priority areas for parks development.</p>	
<p>3.8-4 Implementation of the proposed Plan will result in the increase in use of existing parks, such that substantial physical deterioration of the facility could occur</p>	<p>PSCU-I-2 Adopt a Parks and Recreation Master Plan.</p> <p>The Master Plan should include the following components:</p> <ul style="list-style-type: none"> • An assessment of existing and future parks and recreational needs including neighborhood parks and facilities; • Sustainable construction and park maintenance strategies; • Development of an action plan to prioritize the City's needs, identify preferred sites for new facilities, identify staffing needs, and present a plan for acquisition and 	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>or be accelerated.</p>	<p>improvement of future facilities.</p> <p>PSCU-I-3 Develop new park and recreation facilities and continue to upgrade existing ones with universal accessibility, durability, and low maintenance in mind.</p> <p>PSCU-I-9 Involve citizens, especially youths, in maintaining park areas through participating in park watches, citizen-based graffiti watch, and clean up and repair.</p> <p>HEA-I-2 Improve signage directing residents and visitors to public parks and recreational facilities from all parts of the community. Integrate parks signage with bikeway and pedestrian-oriented signage system throughout San Pablo.</p> <p>HEA-I-5 Link park facility improvement priorities to a ranking system keyed to public health and recreational goals.</p> <p>PSCU-I-1, PSCU-I-4, PSCU-I-5, PSCU-I-8, and HEA-I-6 mentioned under Impact 3.8-4 would also help reduce this impact to a level that is less than significant. No additional mitigation is needed.</p>	
<p>3.8-5 Implementation of the proposed Plan will increase the demand for public water which may exceed supply.</p>	<p>PSCU-G-6 Support the efficient use and conservation of water.</p> <p>PSCU-I-23 Coordinate with East Bay Municipal Utilities District (EBMUD) to provide an adequate and clean water supply. <i>The City will work with EBMUD to update and support compliance with the District's Water Supply Management Program.</i></p> <p>PSCU-I-24 Establish water saving and conservation standards for new development. Standards may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Require new residential developments to install low-flush toilets and water saving shower heads; • Require new commercial, retail, and industrial developments to install low-flush toilets and auto shut-off faucets in public bathrooms; and • Require the installation of water meters on all new multifamily residential units, mobile homes, and common interest developments, whether owner-occupied or rented, as well as on existing multifamily units at the time of sale, or at the time of 	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>condominium conversion as a part of the subdivision mapping process.</p> <p><i>The City will work with property owners to increase awareness of both the environmental and the economic advantages of sub-metering. Properly done, sub-metering of multifamily buildings can cut apartment resident demand by 15 percent.</i></p> <p>PSCU-I-25 Reduce water use in municipal buildings and City operations.</p> <p><i>The City will develop a schedule and budget for the retrofit of existing municipal buildings with water conservation features, such as auto shut-off faucets and water saving irrigation systems.</i></p> <p>PSCU-I-26 Adopt a Water Conservation Ordinance to conserve water and reduce water waste in San Pablo.</p> <p>The Water Conservation Ordinance will establish restrictions on water uses such as lawn and landscape watering and the filling of fountains and swimming pools, as well as penalties for violations. It also will establish consumption reduction measures to be adopted when State or countywide water rationing is in effect.</p> <p>Landscape water conservation standards will apply to new development of more than 10,000 square feet. This ordinance also will:</p> <ul style="list-style-type: none"> • Require commercial and public right-of-way projects to submit planting plans, irrigation plans, irrigation schedules and water use estimates for City approval prior to issuance of building permits; and • Require industrial projects to submit plans for water recycling and explain how water use will meet requirements of the National Pollutant Discharge Elimination System program during the plan review process. They are also required to submit irrigation plans for proposed landscaping. <p>PSCU-I-27 Promote water conservation through public education, including but not limited to the following:</p> <ul style="list-style-type: none"> • Encouraging educators to include water conservation in their curriculums; • Promoting the use of drought resistant plants and turf in yards and gardens; • Highlighting the availability of EBMUD water conservation programs to residents, including the free Residential Water Survey Program, Residential Landscape Rebate Program, Low-flush Toilet Replacement Program, High Efficiency Residential Clothes 	

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Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>Washer Rebate Program and other programs; and</p> <ul style="list-style-type: none"> • Providing tips to households and businesses on water conservation. <p><i>The City will use its newsletter and website to promote water conservation, and may solicit assistance from EBMUD, environmental groups, and/or concerned citizens to provide education materials or staff time to assist in public outreach efforts.</i></p> <p>PSCU-I-28 Consult with EBMUD about starting a recycled water program for San Pablo to irrigate parks, recreational facilities, and landscaping.</p> <p>PSCU-I-29 Provide educational materials to support the development of safe and effective on-site gray water systems for local homes and businesses, consistent with State codes.</p> <p>PSCU-I-30 Provide educational materials to support the development of inexpensive and effective rainwater harvesting systems for local homes and businesses.</p>	
<p>3.8-6 Implementation of the proposed Plan will generate waste water that exceed the treatment capacity of the West County Wastewater District or require additional infrastructure to meet growth demands.</p>	<p>PSCU-I-31 Require, as a condition of project approval, stormwater drainage and sewer improvements in proportion to a project's impacts, including upgrades, replacements, or repairs to older stormwater collection systems, as necessary.</p> <p>PSCU-I-32 Maintain master storm drain system maps that identify locations where easements should be reserved for eventual installation of pipes and structures to ensure appropriate storm drainage management.</p> <p>PSCU-I-33 Coordinate with the West County Wastewater District to address planning capacity and identify deficiencies in the waste water collection system.</p> <p>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. Such features may include, but are not limited to:</p> <ul style="list-style-type: none"> • Canopy trees or shrubs to absorb rainwater; • Grading that lengthens flow paths and increases runoff travel time to reduce the peak hour flow rate; • Removing curbs and gutters from parking areas where appropriate to allow 	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>stormwater sheet flow into vegetated areas;</p> <ul style="list-style-type: none"> • Permeable paving and parking area design; • Stormwater detention and retention basins to facilitate infiltration; and • Integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses. 	
<p>3.8-7 Implementation of the proposed Plan may generate additional amounts of solid waste that may exceed future annual diversion targets.</p>	<p>PSCU-I-39 Require recycling collection services in all residential and non-residential buildings.</p> <p>PSCU-I-40 Promote the importance of waste reduction and recycling, as well as the safe disposal of hazardous materials, to San Pablo residents and businesses owners.</p> <p>PSCU-I-41 Establish design standards for new multifamily development in the Zoning Ordinance to make provisions for recycling part of the building design.</p> <p>PSCU-I-42 Reduce construction waste in San Pablo by adopting a Waste Reduction and Construction Debris Recycling Ordinance that requires developers to:</p> <ul style="list-style-type: none"> • Reuse building materials, or use materials with recycled content, to the maximum extent possible; • Submit a 'Construction and Demolition Materials Management Plan' indicating the estimated volume or weight of project construction and demolition materials, by materials type, to be generated; the maximum volume or weight of materials the project will divert; the vendor or diversion facility; and the volume or weight of residual materials that would be transported for disposal in a landfill; • Schedule time for deconstruction and recycling activities to take place during project demolition and construction phases; and • Divert at least 50 percent of recyclable debris (such as paper based boards, ceiling tiles, wood, or aluminum) generated from projects from landfill disposal to reuse or recycling options. <p>PSCU-I-43 Reduce waste production in all City operations by using post-consumer recycled paper and other recycled materials.</p>	<p>Less than Significant</p>

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	PSCU-I-44 Actively promote reuse by supporting swap meets, flea markets, and providing information on donation pick-up or drop off locations, as well as other waste reduction programs, on the City website.	
Noise		
3.9-1 New development under the proposed General Plan could potentially expose existing noise-sensitive uses to construction-related increases in ambient noise and groundborne vibration.	<p>SN-G-9 Protect public health and welfare by eliminating noise problems and maintaining an acceptable indoor and outdoor acoustic environment.</p> <p>SN-I-40 Work with Caltrans, AC transit and railroad operators to mitigate transportation-related noise impacts on residential areas and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.</p>	Less than Significant
3.9-2 Implementation of the proposed General Plan, combined with regional growth and development, could expose persons to or generate outdoor noise levels in excess of standards found in the existing San Pablo General Plan Noise Element, as well as proposed new standards	<p>SN-I-36 Use the Community Noise Level Exposure Standards, shown in Table 9.6-1 in the proposed General Plan, 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.</p> <p>SN-I-37 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 noise adjacent level to acceptable ranges based on the Community Noise Environment Standards.</p> <p>SN-I-38 Require new, fixed noise sources (e.g. mechanical equipment) to use best available control technology to minimize noise and vibration. <i>Noise from mechanical equipment can often be reduced by applying soundproofing materials, mufflers, or other controls provided by the manufacturer.</i></p> <p>SN-I-39 Establish standards for noise reduction for new housing exposed to DNL noise levels above 65 dB, including but not limited to, the following:</p>	Less the Significant Cumulative Impact

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>based on state recommendations.</p>	<ul style="list-style-type: none"> • All facades must be constructed with substantial weight and insulation; • Sound-rated windows with enhanced noise reduction for habitable rooms; • Sound-rated doors with enhanced noise reduction for all exterior entries at habitable rooms; • Minimum setbacks and exterior barriers; • Acoustic baffling of vents is required for chimneys, attic and gable ends; and • Installation of a mechanical ventilation system affording comfort and fresh air under closed window conditions is required. <p><i>Alternative acoustical designs that achieve the prescribed noise level reduction may be approved, provided a certified Acoustical Engineer submits information demonstrating that the required reductions can be achieved and maintained.</i></p> <p>SN—I-41 Require that all new residential building designs for sites where the DNL will exceed 65dBA achieve noise level reductions through acoustical design and construction of the building elements:</p> <ul style="list-style-type: none"> • Residential building designs must be based upon a minimum interior design noise level reduction of 35dB in all habitable areas (i.e., garages, storage areas, etc. are excepted). The 35dB criteria must provide a minimum constructed noise level reduction of 30dB; and • Residential building designs must also be based upon a minimum design noise level reduction of 40dB in all bedrooms. The 40dB criteria must provide a minimum constructed noise level reduction of 35dB. <p>SN—I-42 Require that all residential building designs for sites where the DNL will exceed 65dBA include supporting information for City review and approval demonstrating that an acoustical design providing the necessary noise level reduction has been prepared by a Board Certified Acoustical Engineer for each dwelling unit prior to construction. Elements of this acoustical review process shall include:</p> <ul style="list-style-type: none"> • A letter by a Board Certified Engineer approving the acoustical design of each dwelling unit (or group of units, if identical), submitted to the City with building 	

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Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>permit applications. This letter must be received and approved prior to the issuance of a building permit;</p> <ul style="list-style-type: none"> Following construction, a letter by the Board Certified Engineer showing noise level reduction test results for a minimum of two habitable areas within each dwelling unit (or group of units, if identical), submitted to the City for review and approval prior to the issuance of an occupancy permit. <p><i>Acoustical analysis pursuant to General Plan noise standards shall be the financial responsibility of the project applicant. All acoustical engineering and measurement must be conducted under the direction of an Acoustical Engineer who is currently Board Certified by the Institute of Noise Control Engineering, USA. General review and approval of groups of buildings or prototype designs may be sufficient to meet these requirements.</i></p>	
Hazardous Materials		
<p>3.10-1 Implementation of the proposed San Pablo General Plan could result in exposure to residents or workers of hazardous materials or wastes from areas where releases of hazardous materials such as from underground fuel storage tanks have occurred.</p>	<p>PSCU-G-8 Enhance waste reduction and recycling in San Pablo.</p> <p>PSCU-I-39 Require recycling collection services in all residential and non-residential buildings.</p> <p>PSCU-I-40 Promote the importance of waste reduction and recycling, as well as the safe disposal of hazardous materials, to San Pablo residents and businesses owners.</p> <p><i>Avenues of communication of waste reduction and conservation messages may include articles in local newsletters, advertisements in local newspapers, and the City website.</i></p> <p>SN-G-4 Reduce the risk to the health of San Pablo residents from exposure to hazardous materials.</p> <p>SN-G-5 Promote the reduction, recycling, and safe disposal of household and business hazardous wastes through public education and awareness.</p> <p>SN-I-20 Require applicants for development in a potentially contaminated location to perform inspection and cleanup if the site is found to be contaminated with hazardous substances.</p> <p><i>The City will require the project applicant to have the site inspected by a registered Environmental Assessor. Reports detailing the results must be submitted for City review. The level of remediation and cleanup will be in compliance with federal and State standards.</i></p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>SN-I-21 Continue to support West Contra Costa Integrated Waste Management District's Household Hazardous Waste Drop-off Program, and encourage citizens and crime watch organizations to report unlawful dumping of hazardous materials.</p> <p>SN-I-22 Ensure that the production, use, storage, disposal, and transport of hazardous materials conform to standards specified in the County Hazardous Waste Management Plan.</p> <p>SN-I-23 Coordinate with Contra Costa County Health Services, the Contra Costa County Fire District, and other appropriate regulatory agencies in hazardous material emergency response and the review of all proposals that uses hazardous materials, or those properties that may have toxic contamination, such as petroleum hydrocarbons, CAM 17, metals, asbestos, and lead.</p>	
<p>3.10-2 Implementation of the proposed San Pablo General Plan could result in the disturbance of structures containing hazardous building materials, such as lead-based paint, asbestos, and PCBs which could expose and adversely affect workers, the public, or the environment if not handled appropriately.</p>	<p>Policies mentioned under Impact 3.10-1 would also help reduce this impact to a level that is less than significant. No additional mitigation is needed.</p>	<p>Less than Significant</p>
<p>3.10-3 Implementation of the proposed San</p>	<p>Policies PSCU-G-8, SN-G-5, SN-I-22 and SN-I-23 listed under Impact 3.10-1 would help reduce this impact to a level that is less than significant.</p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>Pablo General Plan could result in new commercial and light industrial uses that would involve the transportation, use, and storage of hazardous chemicals, which could present public health and/or safety risks to facility workers, patients and visitors, and the surrounding area.</p>		
<p>3.10-4 Implementation of the proposed San Pablo General Plan could result in new development that would result in a cumulatively considerable contribution to hazardous materials in the planning area.</p>	<p>None required.</p>	<p>Less than Significant</p>
<p>Cultural Resources</p>		
<p>3.11-1 Implementation of the proposed General Plan would cause a substantial adverse change in</p>	<p>OSC-I-13 Establish and maintain a register of historic and potentially historic resources in San Pablo. <i>A historic preservation register is the primary planning tool used to identify, record, and evaluate historic properties within a community, neighborhood, project area, or region. The City may use the list of historical buildings in the General Plan Map Atlas as a starting point to create a register of sites/buildings San Pablo may wish to designate as landmarks and/or important historical</i></p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>the significance of an archaeological or historic resource, or disturb any human remains, including those interred outside of formal cemeteries.</p>	<p><i>resources. The register can form an important component of the local preservation program, and can ultimately contribute to community knowledge of local history.</i></p> <p>OSC-I-14 Preserve and build upon the historic and multicultural identity of Alvarado District as a defining element of the city.</p> <p>OSC-I-15 Help to ensure that new development analyzes and avoids potential impacts to historic, archaeological, and paleontological resources by:</p> <ul style="list-style-type: none"> • Requiring a records review for development proposed in areas that are considered archaeologically or paleontologically sensitive; • Requiring pre-construction surveys and monitoring during any ground disturbance for all development in areas of historic or archaeological sensitivity; • Implementing appropriate measures as a condition of project approval—measures such as avoidance, preservation in place, excavation, documentation, and/or data recovery—in order to avoid any identified cultural resource impacts. <p><i>In the event that historical, archaeological, or paleontological resources are accidentally discovered during construction, grading activity in the immediate area shall cease and materials and their surroundings shall not be altered or collected. A qualified archaeologist or paleontologist must make an immediate evaluation and avoidance measures or appropriate mitigation should be completed, according to CEQA Guidelines. The State Office of Historic Preservation has issued recommendations for the preparation of Archaeological Resource Management Reports that may be used as guidelines.</i></p> <p>OCS-I-16 Work with local Native American tribes to protect recorded and unrecorded cultural and sacred sites, and to educate developers and the community-at-large about the connections between Native American history and the environmental features that characterize the local landscape.</p> <p><i>Native American cultural resources in the Planning Area have been found near sources of water including perennial and intermittent streams and springs, on midslope terraces and elevated knolls above the floodplain, and near ecotones and other productive environments. There is a high likelihood that additional unrecorded Native American cultural sites also exist in the Planning Area.</i></p>	

Executive Summary

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>3.11-2 Implementation of the proposed General Plan could destroy, directly or indirectly, a unique paleontological resource or site or unique geologic feature.</p>	<p>Policy OSC-I-15 cited under Impact 3.11-1 would help reduce this impact to a level that is less than significant.</p>	<p>Less than Significant</p>
Visual Resources		
<p>3.12-1 Implementation of the proposed San Pablo General Plan could adversely affect visual resources in the short-term during period of construction by blocking or disrupting views.</p>	<p>LU-I-7 Require design review of all new construction and visible exterior alterations of large non-residential buildings. <i>Any new non-residential construction or remodeling of an existing building where exterior work alters more than 50 percent of a visible building façade, including exterior improvements, such as new windows, doors or signage, will be subject to a design review.</i></p> <p>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. <i>Large canopy street trees, such as oaks or the London Plane tree, can create a distinct character for San Pablo. They also provide important environmental benefits.</i></p>	<p>Less than Significant</p>
<p>3.12-2 Implementation of the proposed San Pablo General Plan could block views of significant landscape features as seen from public areas.</p>	<p>LU-I-45 Protect the semi-rural character of the hillside area through the integration and balance of usable open space areas and residential uses.</p> <p>OSC-I-2 Continue to identify, preserve, and enhance scenic vistas to and from hillside areas and other visual resources. <i>New development should be designed to minimize obstructions of scenic vistas and preserve or enhance important attributes of view corridors.</i></p> <p>OSC-I-7 Preserve and protect undeveloped hillside areas for their potential habitat value and as a visual and open space resource.</p>	<p>Less than Significant</p>

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
<p>3.12-3 Implementation of the proposed San Pablo General Plan could create significant contrasts with the scale, form, line, color and/or overall visual character of the existing landscape in areas with sensitive visual resources or high visual quality, or add a modern element to a historic area.</p>	<p>LU-I-4 Ensure appropriate transitions between single-family neighborhoods and higher intensity uses.</p> <p>LU-I-5 Promote the phasing out of old uses in areas designated for new land use in an orderly fashion, consistent with adopted general plan designations. Promote the continuing viability of old uses during the transition period.</p> <p>LU-I-9 Encourage new residential, commercial and related forms of development in a manner which fosters both day and appropriate night time activity; visual presence on the street level; appropriate lighting; and minimally obstructed view areas.</p> <p>LU-I-12 Enhance and celebrate key entrances to the City with signs, landscaping, street trees, lighting, banners, gateway and/or entry features.</p> <p>LU-I-13 Ensure that new development in or adjacent to established neighborhoods is compatible in scale and character with the surrounding area by:</p> <ul style="list-style-type: none"> • Promoting a transition in scale and architecture character between new buildings and established neighborhoods; and • Requiring pedestrian circulation and vehicular routes to be well integrated. <p>LU-I-21 Ensure that noise, traffic, and other potential conflicts that may arise in a mix of commercial and residential uses are mitigated through good site planning, building design, and/or appropriate operational measures.</p> <p>LU-I-27 Establish design guidelines to assure high quality design and site planning for large commercial and industrial developments. The guidelines should address:</p> <ul style="list-style-type: none"> • Architectural finishes, coordinated color palette, massing, and hierarchy in scale; • Pedestrian-scaled amenities, signage, and lighting; • Site improvements, including parking lot landscaping, perimeter landscaping, foundation landscaping, walkways, and passageways; • Ground floor transparency requirements along shopping streets and limitations on blank walls in these areas; 	<p>Less than Significant</p>

Executive Summary

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<ul style="list-style-type: none"> • Anti-theft glass on windows, instead of bars or roll-down metal screens, that are architecturally compatible with building design; • Screening of truck loading, parking, mechanical equipment, transformers, ventilation systems, storage containers, and refuse collection areas from the street; • Building entries; and • Design standards for perimeter walls and fencing. <p>Where a building exceeds a certain height, the City will evaluate shading created and its relationship and effects on surrounding buildings.</p> <p>LU-I-38 Develop a distinct design theme with defined design standards and guidelines for each of the special planning areas to foster an identifiable image for each area.</p> <p>OSC-I-3 Recognize the importance of Alvarado Park as a gateway to Wildcat Canyon Regional Park and an important recreational and open space resource. Facilitate access to this open space network.</p> <p>OSC-I-10 Maintain, protect, and enhance San Pablo’s creeks, including Rheem, San Pablo, and Wildcat creeks, as local environmental and aesthetic resources, with approaches including, but not limited to:</p> <ul style="list-style-type: none"> • Establishing a Creek Improvement Program to widen, day-light, and improve San Pablo and Wildcat creeks for the enjoyment of residents; • Strengthening stormwater management requirements for properties adjacent to the creek areas by applying techniques that maintain or restore nature character; • Identifying and working with property owners to take advantage of unique opportunities where human active use (e.g. through trail development) would enhance creek appreciation without disrupting ecological function; • Working with developers to “daylight” portions of creeks that have historically been channelized underground under existing paved areas (e.g. parking lots); and • Requiring minimum setbacks from the top of the creek bank for development proposed adjacent to creeks, in keeping with City regulations and Best Management Practices. 	

Table ES-3 Summary of Impacts and Proposed General Policies that Reduce the Impact

Impact	Proposed General Policies and Mitigation Measures that Reduce the Impact	Significance after Mitigation
	<p>OSC-I-13 Establish and maintain a register of historic and potentially historic resources in San Pablo.</p> <p>OSC-I-14 Preserve and build upon the historic and multicultural identity of Alvarado District as a defining element of the city.</p> <p>SN-I-6 Require erosion prevention of hillside areas by re-vegetation or other acceptable methods.</p> <p>The policies LU-I-7 and LU-I-11 cited under Impact 3.12-1 as well as policies LU-I-45, OSC-I-2 and OSC-I-7 cited under Impact 3.12-2 would help to reduce this impact and are incorporated by reference. No additional mitigation is necessary.</p>	
<p>3.12-4 Implementation of the proposed San Pablo General Plan could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.</p>	<p>PSCU-I-7 Provide security lighting to illuminate communal areas and pathways in all parks to ensure safety, and where feasible, select lighting fixtures that will not produce glare or illuminate the night sky.</p> <p><i>Whenever possible, the City will select lighting fixtures that will not produce glare or illuminate the night sky, are solar-powered, and/or can turn on automatically in low light conditions.</i></p>	<p>Less than Significant</p>

Appendix B

GHG and Air Quality Data

San Pablo HE v2 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	San Pablo HE v2
Operational Year	2028
Lead Agency	—
Land Use Scale	Plan/community
Analysis Level for Defaults	County
Windspeed (m/s)	3.60
Precipitation (days)	18.0
Location	San Pablo, CA, USA
County	Contra Costa
City	San Pablo
Air District	Bay Area AQMD
Air Basin	San Francisco Bay Area
TAZ	1560
EDFZ	1
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.17

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Single Family Housing	122	Dwelling Unit	39.6	237,900	1,428,969	0.00	301	—

Apartments Mid Rise	1,567	Dwelling Unit	41.2	1,504,320	0.00	0.00	3,867	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	42.4	83.2	35.7	251	0.44	1.92	27.8	29.7	1.92	7.04	8.96	689	61,304	61,994	72.6	1.90	101	64,475
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	31.8	72.9	37.3	160	0.42	1.89	27.8	29.6	1.88	7.04	8.91	689	59,027	59,716	72.9	2.07	14.8	62,172
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	32.7	74.6	20.5	184	0.31	0.65	26.2	26.8	0.64	6.64	7.27	689	38,383	39,072	72.3	1.89	48.8	41,491
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.96	13.6	3.74	33.6	0.06	0.12	4.78	4.89	0.12	1.21	1.33	114	6,355	6,469	12.0	0.31	8.08	6,869

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
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Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	31.1	29.6	14.0	146	0.30	0.21	27.8	28.0	0.20	7.04	7.23	—	30,985	30,985	1.82	1.49	88.2	31,562
Area	10.7	53.3	16.8	103	0.11	1.32	—	1.32	1.33	—	1.33	0.00	20,402	20,402	0.39	0.04	—	20,423
Energy	0.57	0.29	4.91	2.09	0.03	0.40	—	0.40	0.40	—	0.40	—	9,638	9,638	1.10	0.08	—	9,689
Water	—	—	—	—	—	—	—	—	—	—	—	118	280	398	12.1	0.29	—	788
Waste	—	—	—	—	—	—	—	—	—	—	—	572	0.00	572	57.1	0.00	—	2,000
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Total	42.4	83.2	35.7	251	0.44	1.92	27.8	29.7	1.92	7.04	8.96	689	61,304	61,994	72.6	1.90	101	64,475
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	29.3	27.7	16.6	151	0.28	0.21	27.8	28.0	0.20	7.04	7.23	—	28,964	28,964	2.21	1.66	2.29	29,516
Area	1.86	44.9	15.9	6.75	0.10	1.28	—	1.28	1.28	—	1.28	0.00	20,146	20,146	0.38	0.04	—	20,166
Energy	0.57	0.29	4.91	2.09	0.03	0.40	—	0.40	0.40	—	0.40	—	9,638	9,638	1.10	0.08	—	9,689
Water	—	—	—	—	—	—	—	—	—	—	—	118	280	398	12.1	0.29	—	788
Waste	—	—	—	—	—	—	—	—	—	—	—	572	0.00	572	57.1	0.00	—	2,000
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Total	31.8	72.9	37.3	160	0.42	1.89	27.8	29.6	1.88	7.04	8.91	689	59,027	59,716	72.9	2.07	14.8	62,172
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	27.7	26.2	14.8	134	0.27	0.20	26.2	26.4	0.19	6.64	6.82	—	27,842	27,842	1.94	1.51	36.3	28,378
Area	4.40	48.1	0.84	47.5	< 0.005	0.05	—	0.05	0.05	—	0.05	0.00	623	623	0.01	< 0.005	—	624
Energy	0.57	0.29	4.91	2.09	0.03	0.40	—	0.40	0.40	—	0.40	—	9,638	9,638	1.10	0.08	—	9,689
Water	—	—	—	—	—	—	—	—	—	—	—	118	280	398	12.1	0.29	—	788
Waste	—	—	—	—	—	—	—	—	—	—	—	572	0.00	572	57.1	0.00	—	2,000
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Total	32.7	74.6	20.5	184	0.31	0.65	26.2	26.8	0.64	6.64	7.27	689	38,383	39,072	72.3	1.89	48.8	41,491

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.05	4.78	2.69	24.5	0.05	0.04	4.78	4.81	0.03	1.21	1.25	—	4,610	4,610	0.32	0.25	6.01	4,698
Area	0.80	8.79	0.15	8.67	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	103	103	< 0.005	< 0.005	—	103
Energy	0.10	0.05	0.90	0.38	0.01	0.07	—	0.07	0.07	—	0.07	—	1,596	1,596	0.18	0.01	—	1,604
Water	—	—	—	—	—	—	—	—	—	—	—	19.5	46.3	65.8	2.01	0.05	—	130
Waste	—	—	—	—	—	—	—	—	—	—	—	94.6	0.00	94.6	9.46	0.00	—	331
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	2.07
Total	5.96	13.6	3.74	33.6	0.06	0.12	4.78	4.89	0.12	1.21	1.33	114	6,355	6,469	12.0	0.31	8.08	6,869

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	3.74	3.56	1.69	17.5	0.04	0.03	3.33	3.36	0.02	0.85	0.87	—	3,722	3,722	0.22	0.18	10.6	3,792
Apartments Mid Rise	27.4	26.1	12.3	128	0.27	0.18	24.4	24.6	0.17	6.19	6.37	—	27,263	27,263	1.60	1.31	77.6	27,771
Total	31.1	29.6	14.0	146	0.30	0.21	27.8	28.0	0.20	7.04	7.23	—	30,985	30,985	1.82	1.49	88.2	31,562
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Single Family Housing	3.52	3.33	1.99	18.2	0.03	0.03	3.33	3.36	0.02	0.85	0.87	—	3,479	3,479	0.27	0.20	0.27	3,546
Apartments Mid Rise	25.8	24.4	14.6	133	0.25	0.18	24.4	24.6	0.17	6.19	6.37	—	25,484	25,484	1.94	1.46	2.01	25,970
Total	29.3	27.7	16.6	151	0.28	0.21	27.8	28.0	0.20	7.04	7.23	—	28,964	28,964	2.21	1.66	2.29	29,516
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.62	0.59	0.33	3.02	0.01	< 0.005	0.59	0.59	< 0.005	0.15	0.15	—	568	568	0.04	0.03	0.74	578
Apartments Mid Rise	4.43	4.19	2.36	21.5	0.04	0.03	4.19	4.22	0.03	1.06	1.09	—	4,042	4,042	0.28	0.22	5.27	4,120
Total	5.05	4.78	2.69	24.5	0.05	0.04	4.78	4.81	0.03	1.21	1.25	—	4,610	4,610	0.32	0.25	6.01	4,698

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	426
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,988	2,988	0.48	0.06	—	3,017
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,409	3,409	0.55	0.07	—	3,443

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	422	422	0.07	0.01	—	426
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	2,988	2,988	0.48	0.06	—	3,017
Total	—	—	—	—	—	—	—	—	—	—	—	—	3,409	3,409	0.55	0.07	—	3,443
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	69.8	69.8	0.01	< 0.005	—	70.5
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	495	495	0.08	0.01	—	500
Total	—	—	—	—	—	—	—	—	—	—	—	—	564	564	0.09	0.01	—	570

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.17	0.08	1.42	0.61	0.01	0.12	—	0.12	0.12	—	0.12	—	1,807	1,807	0.16	< 0.005	—	1,812
Apartments Mid Rise	0.41	0.20	3.48	1.48	0.02	0.28	—	0.28	0.28	—	0.28	—	4,421	4,421	0.39	0.01	—	4,434
Total	0.57	0.29	4.91	2.09	0.03	0.40	—	0.40	0.40	—	0.40	—	6,229	6,229	0.55	0.01	—	6,246

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.17	0.08	1.42	0.61	0.01	0.12	—	0.12	0.12	—	0.12	—	1,807	1,807	0.16	< 0.005	—	1,812
Apartments Mid Rise	0.41	0.20	3.48	1.48	0.02	0.28	—	0.28	0.28	—	0.28	—	4,421	4,421	0.39	0.01	—	4,434
Total	0.57	0.29	4.91	2.09	0.03	0.40	—	0.40	0.40	—	0.40	—	6,229	6,229	0.55	0.01	—	6,246
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	0.03	0.02	0.26	0.11	< 0.005	0.02	—	0.02	0.02	—	0.02	—	299	299	0.03	< 0.005	—	300
Apartments Mid Rise	0.07	0.04	0.64	0.27	< 0.005	0.05	—	0.05	0.05	—	0.05	—	732	732	0.06	< 0.005	—	734
Total	0.10	0.05	0.90	0.38	0.01	0.07	—	0.07	0.07	—	0.07	—	1,031	1,031	0.09	< 0.005	—	1,034

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.86	0.93	15.9	6.75	0.10	1.28	—	1.28	1.28	—	1.28	0.00	20,146	20,146	0.38	0.04	—	20,166
Consumer Products	—	37.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	6.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	8.82	8.35	0.91	96.0	< 0.005	0.03	—	0.03	0.04	—	0.04	—	256	256	0.01	< 0.005	—	257
Total	10.7	53.3	16.8	103	0.11	1.32	—	1.32	1.33	—	1.33	0.00	20,402	20,402	0.39	0.04	—	20,423
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	1.86	0.93	15.9	6.75	0.10	1.28	—	1.28	1.28	—	1.28	0.00	20,146	20,146	0.38	0.04	—	20,166
Consumer Products	—	37.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	6.72	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	1.86	44.9	15.9	6.75	0.10	1.28	—	1.28	1.28	—	1.28	0.00	20,146	20,146	0.38	0.04	—	20,166
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.01	< 0.005	0.07	0.03	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	82.2	82.2	< 0.005	< 0.005	—	82.3
Consumer Products	—	6.80	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	1.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.79	0.75	0.08	8.64	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.9	20.9	< 0.005	< 0.005	—	21.0
Total	0.80	8.79	0.15	8.67	< 0.005	0.01	—	0.01	0.01	—	0.01	0.00	103	103	< 0.005	< 0.005	—	103

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	8.51	73.5	82.1	0.88	0.02	—	111
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	109	206	316	11.2	0.27	—	677
Total	—	—	—	—	—	—	—	—	—	—	—	118	280	398	12.1	0.29	—	788
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	8.51	73.5	82.1	0.88	0.02	—	111
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	109	206	316	11.2	0.27	—	677
Total	—	—	—	—	—	—	—	—	—	—	—	118	280	398	12.1	0.29	—	788
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	1.41	12.2	13.6	0.15	< 0.005	—	18.3
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	18.1	34.2	52.3	1.86	0.04	—	112
Total	—	—	—	—	—	—	—	—	—	—	—	19.5	46.3	65.8	2.01	0.05	—	130

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	38.8	0.00	38.8	3.88	0.00	—	136
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	533	0.00	533	53.3	0.00	—	1,864
Total	—	—	—	—	—	—	—	—	—	—	—	572	0.00	572	57.1	0.00	—	2,000
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	38.8	0.00	38.8	3.88	0.00	—	136
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	533	0.00	533	53.3	0.00	—	1,864
Total	—	—	—	—	—	—	—	—	—	—	—	572	0.00	572	57.1	0.00	—	2,000
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	6.43	0.00	6.43	0.64	0.00	—	22.5
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	88.2	0.00	88.2	8.82	0.00	—	309
Total	—	—	—	—	—	—	—	—	—	—	—	94.6	0.00	94.6	9.46	0.00	—	331

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.70	1.70
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.8	10.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.70	1.70
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	10.8	10.8
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	12.5	12.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Single Family Housing	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.28	0.28
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.78	1.78
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.07	2.07

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Single Family Housing	1,152	1,164	1,043	415,338	4,674	4,724	4,233	1,685,652
Apartments Mid Rise	8,524	7,694	6,409	2,957,824	34,597	31,226	26,011	12,004,361

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Single Family Housing	—
Wood Fireplaces	0
Gas Fireplaces	24
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	98
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0
Apartments Mid Rise	—
Wood Fireplaces	0

Gas Fireplaces	799
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	768
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
3527995.5	1,175,999	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Single Family Housing	754,553	204	0.0330	0.0040	5,639,075
Apartments Mid Rise	5,345,743	204	0.0330	0.0040	13,795,979

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Single Family Housing	4,439,864	20,844,943
Apartments Mid Rise	57,026,773	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Single Family Housing	72.1	—
Apartments Mid Rise	989	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Single Family Housing	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Single Family Housing	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
----------------	-----------	----------------	---------------	----------------	------------	-------------

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.96	annual days of extreme heat
Extreme Precipitation	5.65	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	N/A	N/A	N/A	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	6.38
AQ-PM	40.3
AQ-DPM	81.9
Drinking Water	4.21
Lead Risk Housing	80.8
Pesticides	34.4
Toxic Releases	75.2
Traffic	19.1
Effect Indicators	—
CleanUp Sites	77.8
Groundwater	66.4
Haz Waste Facilities/Generators	89.2
Impaired Water Bodies	87.0
Solid Waste	60.1
Sensitive Population	—
Asthma	93.2
Cardio-vascular	76.4

Low Birth Weights	35.6
Socioeconomic Factor Indicators	—
Education	82.2
Housing	65.2
Linguistic	69.8
Poverty	57.3
Unemployment	35.0

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	19.88964455
Employed	30.46323624
Median HI	12.97318106
Education	—
Bachelor's or higher	26.52380341
High school enrollment	100
Preschool enrollment	19.41485949
Transportation	—
Auto Access	9.303220839
Active commuting	90.73527525
Social	—
2-parent households	21.26267163
Voting	55.83215706
Neighborhood	—
Alcohol availability	4.516874118

Park access	44.45014757
Retail density	71.34607982
Supermarket access	94.25125112
Tree canopy	69.85756448
Housing	—
Homeownership	16.91261388
Housing habitability	30.11677146
Low-inc homeowner severe housing cost burden	55.07506737
Low-inc renter severe housing cost burden	39.17618375
Uncrowded housing	18.00333633
Health Outcomes	—
Insured adults	14.28204799
Arthritis	0.0
Asthma ER Admissions	7.1
High Blood Pressure	0.0
Cancer (excluding skin)	0.0
Asthma	0.0
Coronary Heart Disease	0.0
Chronic Obstructive Pulmonary Disease	0.0
Diagnosed Diabetes	0.0
Life Expectancy at Birth	17.9
Cognitively Disabled	14.5
Physically Disabled	27.7
Heart Attack ER Admissions	20.2
Mental Health Not Good	0.0
Chronic Kidney Disease	0.0
Obesity	0.0

Pedestrian Injuries	42.0
Physical Health Not Good	0.0
Stroke	0.0
Health Risk Behaviors	—
Binge Drinking	0.0
Current Smoker	0.0
No Leisure Time for Physical Activity	0.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	59.5
Elderly	30.9
English Speaking	5.6
Foreign-born	79.7
Outdoor Workers	40.1
Climate Change Adaptive Capacity	—
Impervious Surface Cover	21.6
Traffic Density	76.4
Traffic Access	87.4
Other Indices	—
Hardship	82.2
Other Decision Support	—
2016 Voting	23.9

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	81.0

Healthy Places Index Score for Project Location (b)	26.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	Richmond

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Operations: Hearths	No gas fireplaces per BAAQMD
Land Use	CalEEMod default population adjusted to match HE Update increase.
Operations: Vehicle Data	Modified trip lengths to reflect project VMT of 13,421,591.



Appendix C

Supporting Materials for Cultural Resources





ACCESS AGREEMENT SHORT FORM

File Number:

I, the the undersigned, have been granted access to historical resources information on file at the Northwest Information Center of the California Historical Resources Information System.

I understand that any CHRIS Confidential Information I receive shall not be disclosed to individuals who do not qualify for access to such information, as specified in Section III(A-E) of the CHRIS Information Center Rules of Operation Manual, or in publicly distributed documents without written consent of the Information Center Coordinator.

I agree to submit historical Resource Records and Reports based in part on the CHRIS information released under this Access Agreement to the Information Center within sixty (60) calendar days of completion.

I agree to pay for CHRIS services provided under this Access Agreement within sixty (60) calendar days of receipt of billing.

I understand that failure to comply with this Access Agreement shall be grounds for denial of access to CHRIS Information.

Print Name:	<input style="width: 95%;" type="text" value="Claire Villegas"/>	Date:	<input style="width: 95%;" type="text"/>
Signature:	<input style="width: 100%;" type="text"/>		
Affiliation:	<input style="width: 100%;" type="text" value="Dyett & Bhatia"/>		
Address:	<input style="width: 35%;" type="text"/>	City/State/ZIP:	<input style="width: 30%;" type="text"/>
Billing Address (if different from above):	<input style="width: 100%;" type="text"/>		
Special Billing Information	<input style="width: 100%;" type="text"/>		
Telephone:	<input style="width: 20%;" type="text"/>	Email:	<input style="width: 40%;" type="text" value="claire@dyettandbhatia.com"/>
Purpose of Access:	<input style="width: 100%;" type="text"/>		
Reference (project name or number, title of study, and street address if applicable):	<input style="width: 100%;" type="text"/>		
	<input style="width: 100%;" type="text" value="City of San Pablo General Plan/Housing Element Update"/>		
County:	<input style="width: 100px;" type="text" value="CCO"/>	USGS 7.5' Quad:	<input style="width: 100px;" type="text" value="Richmond"/>



January 13, 2023

NWIC File No.: 22-0803

Claire Villegas
Dyett & Bhatia
1330 Broadway, Ste. 604
Oakland, CA 94612

Re: Record search results for the proposed City of San Pablo (GP/HEU) General Plan/Housing Element Update

Dear Claire Villegas:

Per your request received by our office on the 16th of November, 2022, a records search was conducted for the above referenced project by reviewing pertinent Northwest Information Center (NWIC) base maps that reference cultural resources records and reports, historic-period maps, and literature for Contra Costa County. An Area of Potential Effects (APE) map was not provided; in lieu of this, the sphere of influence was provided depicting the City of San Pablo GP/HEU project area will be used to conduct this records search. Please note that use of the term cultural resources includes both archaeological resources and historical buildings and/or structures.

San Pablo is an incorporated city in Contra Costa County, located approximately 15 miles north of Oakland. The Planning Area encompasses approximately 1,900 acres. The General Plan and Housing Element Update project involves a targeted update to several "elements" (chapters) of the General Plan: Land Use, Housing, Safety, and Public Health. Updates are needed to respond to changing conditions in the community and new State laws. An important objective of the project is to stimulate housing construction and new jobs in the city to provide a greater variety of choices for people of all ages, abilities, and income levels. The project also involves a new Corridor Plan for Rumrill Boulevard that will be incorporated into the General Plan to describe the community's vision for the future of the areas and guide change over time. The project could result in the development of up to 1,623 new housing units, primarily on vacant and underused properties within the City's three designated Priority Development Areas, located along the commercial corridors of San Pablo Avenue, 23rd Street, and Rumrill Boulevard. No zoning map changes are needed to accommodate new development.

Review of this information indicates that there have been eighty-seven (87) cultural resource studies that cover approximately ¼ of the City of San Pablo GP/HEU project area. See attached Report Listing. This City of San Pablo GP/HEU project area contains ten (10) recorded Native American archaeological resources including tool processing sites, habitation sites, hearth or pits, and burials, and two (2) historic-period archaeological resources, including landscaping, fences, and a 1906 Earthquake Refugee camp. In addition, there are two recorded Archaeological Districts, including the Alvarado Park- Grand Canyon Park District, P-07-001320, and the Lower San Pablo Creek Archaeological District, P-07-004534. See attached Resource List.

The State Office of Historic Preservation Built Environment Resources Directory (OHP BERD), which includes listings of the California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and the National Register of Historic Places, lists one hundred four (104) recorded buildings or structures within or adjacent to the proposed City of San Pablo GP/HEU project area. See attached BERD Listing and California Historical Resource Status Codes List. In addition to these inventories, the NWIC base maps show thirty (30) recorded buildings or structures within the proposed City of San Pablo GP/HEU project area, and two recorded Districts, including Circle S Mobile Home Historic District, P-07-002678, and Chattleton Housing District, P-07-002681. See attached Resource List.

At the time of Euroamerican contact, the Native Americans that lived in the area were speakers of the Chochenyo language, part of the Costanoan/Ohlone language family (Levy 1978:485). Using Milliken's study of various mission records, the proposed project area is located within the lands of the Xucyun or Huchiun, that seem to have extended over a large area along the East Bay shore, from Temescal Creek opposite the Golden Gate, North at least to the lower San Pablo and Wildcat Creek drainages in the present area of [San Pablo] Richmond (Milliken 1995:243, Levy 1978:485).

Based on an evaluation of the environmental setting and features associated with known sites, Native American resources in this part of Contra Costa County have been found in areas marginal to the San Pablo Bayshore and inland on ridges, midslope benches, in valleys, near intermittent and perennial watercourses and near areas populated by oak, buckeye, manzanita, and pine, as well as near a variety of plant and animal resources. The City of San Pablo GP/HEU project area is located in Contra Costa County approximately $\frac{3}{4}$ mile inland from the margins of the southeastern shore of San Pablo Bay. The project area is situated along the hill to valley interfaces of the bases of El Sobrante and San Pablo Ridges and includes the opening of the San Pablo Creek Valley. The project area is bisected by portions of San Pablo Creek and Wild Cat Creeks. Aerial maps indicate an area with many buildings and structures, ball fields, parking lots, areas with creeks surrounded by riparian environs, and a few open space areas with low grasses and scattered trees. Given the similarity of these environmental factors, there is a high potential for unrecorded Native American resources to be within the proposed City of San Pablo GP/HEU project area.

Review of historical literature and maps indicated historic-period activity within the City of San Pablo GP/HEU project area. Early Contra Costa County maps indicated several roads, buildings and structures, as well as a portion of the California and Nevada Railroad (1895, 1899, and 1915 San Francisco USGS 15-minute topographic quadrangles). With this in mind, there is a high potential for unrecorded historic-period archaeological resources to be within the proposed City of San Pablo GP/HEU project area.

The 1942 San Francisco USGS 15-minute topographic quadrangle depicts numerous buildings or structures within the City of San Pablo GP/HEU project area. If present, these unrecorded buildings or structures meet the Office of Historic Preservation's minimum age standard that buildings, structures, and objects 45 years or older may be of historical value.

RECOMMENDATIONS:

1) There are twelve (12) recorded archaeological resources in the proposed Town of Woodside HEU project area, as well as two recorded Archaeological Districts, Alvarado Park-Grand Canyon Park District, P-07-001320, and the Lower San Pablo Creek Archaeological

District, P-07-004534. There have been eight-seven (87) cultural resource studies covering approximately 1/4 of the City of San Pablo HEU project area. According to our research there is a high potential of identifying Native American archaeological resources and a high potential of identifying historic-period archaeological resources in unsurveyed portions of the project area.

Given that the proposed City of San Pablo Housing Element Update project area covers such a large area with known sensitivity, and the proposed improvements will guide future projects, it is recommended that these future projects be considered on an individual basis under the Northwest Information Center's Project Review Program. This Program is organized to aid cities and counties in meeting their CEQA obligations on a project-by-project basis. These reviews result in project specific information and recommendations. Please contact the NWIC Coordinator at 707/588-8455 for additional information.

2) If archaeological resources are encountered **during construction**, work should be temporarily halted in the vicinity of the discovered materials and workers should avoid altering the materials and their context until a qualified professional archaeologist has evaluated the situation and provided appropriate recommendations. **Project personnel should not collect cultural resources**. Native American resources include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic-period resources include stone or adobe foundations or walls; structures and remains with square nails; and refuse deposits or bottle dumps, often located in old wells or privies.

3) It is recommended that any identified cultural resources be recorded on DPR 523 historic resource recordation forms, available online from the Office of Historic Preservation's website: https://ohp.parks.ca.gov/?page_id=28351

4) As per Senate Bill 18 (Chapter 905, Statutes of 2004), local governments are required to consult with California Native American tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process. **These consultation and notice requirements apply to adoption and amendment of general plans (defined in Government Code §65300 et seq.)**. Each time a local government considers a proposal to adopt or amend the general plan, they are required to contact the appropriate tribes identified by the Native American Heritage Commission at 916/373-3710.

5) Our research indicates that there are one hundred four (104) recorded buildings and structures included in the OHP BERD within the City of San Pablo General Plan/ Housing Element Update. NWIC Base Maps show thirty (30) recorded buildings and structures, and two recorded Districts; the Circle S Mobile Home Historic District, P-07-002678, and Chattleton Housing District, P-07-002681. The Caltrans Bridge Inventory also includes twelve (12) bridges. Additionally, the project area has the potential to contain other unrecorded buildings or structures that meet the minimum age requirement.

Therefore, prior to commencement of project specific activities, it is recommended that the above listed resources, and any other ones that have yet to be inventoried, be assessed by a

professional familiar with the architecture and history of Contra Costa County. Please refer to the list of consultants who meet the Secretary of Interior's Standards at <http://www.chrisinfo.org>.

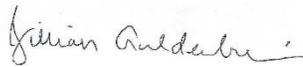
6) Review for possible historic-period buildings or structures has included only those sources listed in the attached bibliography and should not be considered comprehensive.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Thank you for using our services. Please contact this office if you have any questions, (707) 588-8455.

Sincerely,



Jillian Guldenbrein
Researcher

LITERATURE REVIEWED

In addition to archaeological maps and site records on file at the Northwest Information Center of the Historical Resources Information System, the following literature was reviewed:

Bennyhoff, James

1977 *Ethnogeography of the Plains Miwok*. Center for Archaeological Research at Davis Publication Number 5. University of California, Davis.

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1951 *Adobe Houses in the San Francisco Bay Region*. Geologic Guidebook of the San Francisco Bay Counties, Bulletin 154. California Division of Mines, Ferry Building, San Francisco, CA.

Contra Costa County Planning Department

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Heizer, Robert F., editor

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1979 *Flatland Deposits of the San Francisco Bay Region - Their Geology and Engineering Properties, and Their Importance to Comprehensive Planning*. Geological Survey Professional Paper 943. United States Geological Survey and Department of Housing and Urban Development.

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Levy, Richard

1978a Costanoan. In *California*, edited by Robert F. Heizer, pp. 485-495. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

1978b Eastern Miwok. In *California*, edited by Robert F. Heizer, pp. 398-413. Handbook of North American Indians, vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Meyer, Jack

2011 Buried Archaeological Site Assessment and Extended Phase 1 Subsurface Explorations for the I-80 Integrated Corridor Mobility Project, Caltrans District 04, Alameda and Contra Costa Counties, California. Submitted by Far Western Anthropological Research Group, Inc. Submitted to Kimley-Horn Associates, Inc.

Milliken, Randall

1995 *A Time of Little Choice: The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press Anthropological Papers No. 43, Menlo Park, CA.

Myers, William A. (editor)

1977 *Historic Civil Engineering Landmarks of San Francisco and Northern California*. Prepared by The History and Heritage Committee, San Francisco Section, American Society of Civil Engineers. Pacific Gas and Electric Company, San Francisco, CA.

Nelson, N.C.

1909 *Shellmounds of the San Francisco Bay Region*. University of California Publications in American Archaeology and Ethnology 7(4):309-356. Berkeley. (Reprint by Kraus Reprint Corporation, New York, 1964)

Nichols, Donald R., and Nancy A. Wright

1971 Preliminary Map of Historic Margins of Marshland, San Francisco Bay, California. U.S. Geological Survey Open File Map. U.S. Department of the Interior, Geological Survey in cooperation with the U.S. Department of Housing and Urban Development, Washington, D.C.

Sanborn Map Company

1913 San Pablo, California.

State of California Department of Parks and Recreation

1976 *California Inventory of Historic Resources*. State of California Department of Parks and Recreation, Sacramento.

State of California Department of Parks and Recreation and Office of Historic Preservation

1988 *Five Views: An Ethnic Sites Survey for California*. State of California Department of Parks and Recreation and Office of Historic Preservation, Sacramento.

State of California Office of Historic Preservation **

2022 *Built Environment Resources Directory*. Listing by City (through September 23, 2022). State of California Office of Historic Preservation, Sacramento.

Wagner, Theodore and George Sandow

1894 Map Showing Portions of Alameda and Contra Costa Counties, City and County of San Francisco, California. (Photo Lith Britton and Rey SF)

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Woodbridge, Sally B.

1988 *California Architecture: Historic American Buildings Survey*. Chronicle Books, San Francisco.

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1984 *The WPA Guide to California*. Reprint by Pantheon Books, New York. (Originally published as *California: A Guide to the Golden State in 1939* by Books, Inc., distributed by Hastings House Publishers, New York.)

****Note that the Office of Historic Preservation's *Historic Properties Directory* includes National Register, State Registered Landmarks, California Points of Historical Interest, and the California Register of Historical Resources as well as Certified Local Government surveys that have undergone Section 106 review.**

Report List

NWIC File # 22-0803 City of San Pablo General Plan/Housing Element Update

Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-000871	Agency Nbr - DACWO7-77-E-1320	1977	Peter Banks, David A. Fredrickson, Lai-Ning Lee, and Susan	Cultural Resource Survey of the Wildcat and San Pablo Creeks Water Resources Project, Contra Costa County, California.	Anthropology Laboratory, Sonoma State College
S-001248		1977	Benjamin F. Ananian	An Archaeological Field Survey, San Pablo Avenue Widening, San Pablo, California	Ecumene Associates
S-001254		1978	E. Breck Parkman	Archaeological Assessment of the Senior Citizen's Center and Sear's Building Site, San Pablo, California.	Institute of Cultural Resources, California State University, Hayward
S-001262		1978	Robert A. Stillinger and David A. Fredrickson	An Archaeological Survey of the Proposed North Richmond Bypass, Contra Costa County, California.	The Anthropology Laboratory, Sonoma State University
S-001295		1978	Benjamin F. Ananian, Joseph S. Eisenlauer, and George R. Miller	Archeological Testing for the Proposed San Pablo Avenue Widening Project, San Pablo, California	Institute of Cultural Resources, California State University, Hayward
S-001535		1979	Peter M. Banks	An Archaeological Investigation of the El Rancho Drive-In Property, San Pablo, Contra Costa County, California	California Archaeological Consultants, Inc.
S-001610		1979	Peter M. Banks	An Archaeological Investigation of a Parcel on El Portal Drive, San Pablo, Contra Costa County, California.	California Archaeological Consultants, Inc.
S-001611		1979	Peter M. Banks	An Archaeological Investigation of the Sheffield Redevelopment Project, San Pablo, Contra Costa County, California.	California Archaeological Consultants, Inc.
S-001716		1979	Peter M. Banks	An Archaeological Investigation of the Rumrill Bridge Widening Project and the Giant Highway Bridge Replacement Project, San Pablo, Contra Costa County, California	California Archaeological Consultants, Inc.
S-001716a		1979		Historic Properties Survey Report for the Proposed Giant Highway Bridge Replacement in San Pablo, California; Bridge Number 28C-326, 04-CC-SAU-A773-SPb	City of San Pablo Public Works Department
S-001718		1979	Peter M. Banks	An Archaeological Investigation of the Baaba Project, San Pablo, Contra Costa County, California.	California Archaeological Consultants, Inc.
S-001719		1979	Peter M. Banks	An Archaeological Investigation of the Central Addition to El Portal Redevelopment Project, San Pablo, Contra Costa County, California.	California Archaeological Consultants, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-001768	Agency Nbr - DACWO7-78-6-0016	1979	Peter M. Banks and Robert I. Orlines	Final Report of the Testing of Cultural Resources within the Wildcat and San Pablo Creeks Flood Control and Water Resources Project, Contra Costa County, California	California Archaeological Consultants, Inc.
S-001929		1979	Peter M. Banks	An Archaeological Investigation of a Prehistoric Cultural Resource at the Weigmann and Rose Property (Parcel #408-070-001), Giant Highway, Richmond, Contra Costa County, California	California Archaeological Consultants, Inc.
S-002373		1980	David Chavez	Archaeological Impact Evaluation for the Tank Farm Hill General Plan Amendment for the Tank Farm Hill General Plan Amendment E.I.R., Richmond, Contra Costa County, California	David Chavez & Associates
S-002434		1980	Peter M. Banks	Archaeological monitoring of the excavation of a sewer line located near the prehistoric site CA-CCO-267 at the Weigmann and Rose property, Richmond (letter report)	California Archaeological Consultants, Inc.
S-002832		1981	Peter M. Banks	Augering along a Proposed Fence Line, at CA-CCO-267, on the Weigmann and Rose Property, Richmond, Contra Costa County, California	California Archaeological Consultants, Inc.
S-004950	Caltrans - EA 04135-400211; Caltrans - EA 04209-400211; Caltrans - EA 04209-400211; Caltrans - EA 04225-180241; Voided - S-5750	1982	Margaret Buss	Archaeological Survey Report for Proposed High Occupancy Vehicle Lanes from Bay Bridge to Carquinez Bridge, 04-ALA/CC-80 2.0/8.0, 0.0/14.1, EA 04209-400211	California Department of Transportation, District 4
S-004950a		1982	Mara Melandry	First Addendum Archaeological Survey Report for Proposed High Occupancy Vehicle Lanes from the Bay Bridge to Carquinez Bridge in Alameda and Contra Costa Counties, 04-Ala/CC 80 2.0/8.0; 0.0/14.1, 04209-400211	California Department of Transportation, District 4
S-004950b		1991		Addendum Historic Property Survey Report for Operational Improvements to Route I-80 in Alameda and Contra Costa Counties (ALA-80, P.M. 1.3/8.0; CC-80 0, P.M. 0/10.6) 04135-400211	California Department of Transportation, District 4

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-004950c		1991	Glenn Gmoser	Second Addendum Archaeological Survey Report: Cutting Boulevard (04-ALA/CC-80 20.8-.9; 0.0/14.1 04209-400211)	California Department of Transportation, District 4
S-004950d		1991	Elizabeth Krase	Historic Architecture Survey Report for the Proposed Operational Improvements to Interstate 80 at the Cutting Boulevard Interchange, 04-CC-80 P.M. 1.8/2.5, Within the City Limits of Richmond and El Cerrito, Contra Costa County, 04225-180241	California Department of Transportation, District 4
S-004950e		1991	Glenn Gmoser	Third Addendum Archaeological Survey Report: Richmond Parkway/Atlas Road 04-CCo-80, PM 6.2/7.4, EA 04135-400211 (Segment of Ala/CC 80 Route 2.0/8.0; PM 0.0/14.1, EA 04209-400211)	California Department of Transportation, District 4
S-004950f		1991	Judy D. Tordoff	Field Evaluation of Historic Period Remains in Contra Costa County (letter report)	California Department of Transportation, District 4
S-005661	Voided - S-5662	1982	Randy S. Wiberg	An Archaeological Evaluation of Subdivision 6190, City of San Pablo (letter report)	Holman & Associates
S-005661a		1982	Miley Paul Holman	Further Archaeological Auger Boring Inside the Area of Subdivision 6190 (letter report)	Holman & Associates
S-006377		1984	Peter M. Banks and Gary F. Wirth	A Cultural Resource Investigation and Historic Property Survey Report for the Marin Bridge Replacement Project, San Pablo, Contra Costa County, California.	California Archaeological Consultants, Inc.
S-006614		1984	Peter Banks	Subsurface Archaeological Investigations at Subdivision 6367, Road 20, San Pablo, Contra Costa County, California	California Archaeological Consultants, Inc.
S-007286		1985	Robert Cartier	Cultural Resource Evaluation of the El Portal Shopping Center/Road 20 Improvement Project in the City of San Pablo, County of Contra Costa.	Archaeological Resource Management
S-007350		1985	Matthew R. Clark	Marin Bridge Replacement Project/PO 811850 (letter report)	Holman & Associates
S-008037		1986	Matthew R. Clark	Additional Archaeological Testing in the Vicinity of the Marin Avenue Bridge Replacement Project for the City of San Pablo, Contra Costa County, California	Holman & Associates

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-008037a		1986	Matthew R. Clark	More Additional Archaeological Testing in the Vicinity of the Marin Avenue Bridge Replacement Project for the City of San Pablo, Contra Costa County, California	Holman & Associates
S-008224		1983	Miley Paul Holman, Randy Wiberg, and Matthew Clark	A Report of Findings of an Archaeological Field Reconnaissance of the EBRPD Lands Inside of Wildcat Canyon, Tilden and Alvarado Parks, Contra Costa County, California	Holman & Associates
S-010229		1988	Alice F. Wood	The Archaeological Monitoring of Trench Excavations in the Vicinity of CCO-374, at 17th Street, San Pablo, Contra Costa County, California	California Archaeological Consultants, Inc.
S-011056		1989	Rene Peron	An Archaeological Investigation of the E.A.H. Church Lane Senior Housing, 1924-1928 Church Lane, San Pablo, Ca.	
S-014347	Submitter - SSU 50001-62/92	1992	Thomas Martin	An Archaeological Study of the Port Development and Construction/Lao Family Community Development Property (AP# 409-030-020) Located along Rumrill Blvd., in San Pablo, Contra Costa County, California	Anthropological Studies Center, Sonoma State University
S-015029		1993	Randy S. Wiberg	Report of Archaeological Auger Testing for the Wildcat Creek Stream Restoration Project, Alvarado Park, San Pablo, California	Holman & Associates
S-015172		1993	Susan Lehmann and Beth Padon	Historical/Architectural Report for Richmond Parkway Project	LSA Associates, Inc.
S-018038		1994	Miley Paul Holman	Mechanical Subsurface Testing for Cultural Resources at the Proposed Church Lane Apartment Project Area, San Pablo, Contra Costa County, California (letter report)	Holman & Associates
S-019741	Submitter - 50001-47/97	1997	Seana L. S. Gause	An Archaeological Survey Report for the Bridge Widening on Rumrill Boulevard, San Pablo, Contra Costa County, California	Anthropological Studies Center, Sonoma State University
S-020683		1997	Lawrence G. Desmond	Report on Archaeological Monitoring at Alvarado Area, Wildcat Canyon Regional Park, Richmond, California, 1997	Holman & Associates

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-021174		1997	Colin I. Busby	Cultural Resources Review-Marin Avenue Trail Bridge Project, Wildcat Creek Regional Park, City of San Pablo, Contra Costa County, California (letter report)	Basin Research Associates, Inc.
S-021587		1998	Colin I. Busby	Archaeological Monitoring Closure Report - Marin Avenue Trail Project, Wildcat Creek Regional Park, City of San Pablo, Contra Costa County, California	Basin Research Associates, Inc.
S-021588		1998	Colin I. Busby	Archaeological Monitoring Closure Report - Marin Avenue Bridge Pipeline Replacement Project, City of San Pablo, Contra Costa County, California (letter report)	Basin Research Associates, Inc.
S-022295		1999	Shelly Davis-King	Historic Properties Survey Report for the Lytton Band of Pomo Indians (Negative), Conveyance of Fee Land to Trust Status and Proposed Gaming Facility Acquisition, Sonoma and Contra Costa Counties, California	Davis-King & Associates
S-023397		2000	Colin I. Busby	Cultural Resources Assessment, Parkway Commerce Center (APN # 408-06-16), Collins Avenue in the Vicinity of Stanton Avenue between the Santa Fe Railroad and Union Pacific Railroad Tracks, City of Richmond, Contra Costa County (letter report)	Basin Research Associates, Inc.
S-024266		2001	Carolyn Losee	Survey for Sprint Spectrum's Personal Communication Services (PCS) Wireless "Pt. Pinole" Site (Ref #SF54XC006E): Positive Results (letter report)	Archaeological Resources Technology
S-024455		2001	Carolyn Losee	Site Recording and Analysis for Sprint PCS "Pt. Pinole" Site (Ref #SF54XC006E) (letter report)	Archaeological Resources Technology
S-024464	OHP PRN - FEMA010706C	2001	Sandro Amaglio	Riverside Elementary School Classroom Building Relocation Project, West Contra Costa Unified School District, FEMA-1155-DR-CA, DSR #06602 (letter report)	Federal Emergency Management Agency
S-024464a		2001	Knox Mellon	FEMA010706C; FEMA-1155-DR-CA DSR 06602	Office of Historic Preservation

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-024464b		2001	Rachael Egberman	Monitoring Report, Reverside Elementary School Classroom Building Relocation Project, West Contra Costa Unified School District, FEMA-1155-DR-CA, DSR #06602 (letter report)	URS Coproration
S-027940		2004	Kevin M. Bartoy	Archaeological Survey and Record Search for 2832 Giant Road, San Pablo, Contra Costa County, California (letter report)	Pacific Legacy, Inc.
S-028222		2004	Kevin M. Bartoy, Ellie Reese, Katy Killackey, John Holson, and Trish Fernandez	Extended Survey and Historic Architectural Evaluation for the EBALDC Giant Road Project, San Pablo, Contra Costa County	Pacific Legacy, Inc.
S-029043		2004	Carolyn Losee	Cultural Resources Analysis for Cingular Wireless Site BA-752-06 "San Pablo/I-580" Richmond, Contra Costa County, California (letter report)	Archaeological Resources Technology
S-029368			Lorna Billat	Nextel Communications Wireless Telecommunications Service Facility - Contra Costa County (letter report)	Earth Touch, Inc.
S-029696		2004	John Kelley and Benjamin Matzen	A Cultural and Paleontological Resources Study for the Circle S Housing Development Project, San Pablo, Contra Costa County, California.	LSA Associates, Inc.
S-031068		2005	Scott Billat	Collocation ("CO") Submission Packet, FCC Form 621, EI Portal, CA-4056B	EarthTouch, Inc
S-033237		2006	Miley Paul Holman	Cultural Resources Study of the Brentz Lane Park Project, San Pablo, Contra Costa County, California (letter report)	Holman & Associates
S-033548		1995	Robert Bruce Anderson	Historic Property Survey Report and Finding of No Adverse Effect, Rehabilitation of Historic Resources in Alvarado Park, Wildcat Canyon Regional Park, Richmond, California	Urban Conservation & Urban Design
S-033596	OHP PRN - USA070613A; Submitter - Contract No. W912C8-05-P-0052	2007	Mary L. Maniery and Cindy L. Baker	Cultural Resource Inventory and Evaluation of United States Army Reserve 63D Regional Readiness Command Facilities; Contract No. W912C8-05-P-0052	PAR Environmental Services, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-033596a		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Heroic War Dead USAR Center/Area Maintenance Support Activity 85 (G), Oakland, California; P-01-[010831], 63D Regional Readiness Command Facility CA036, Contract No. W912C8-05-P	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596b		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Oakland USAR Center #2, Oakland, California; P-01-01830, 63D Regional Readiness Command Facility CA-125, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596c		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve PFC Bacciglieri Armed Forces Reserve Center, Concord, California; P-07-002752, 63 D Regional Readiness Command Facility CA007, Contract No. W912C8-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596d		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Col. Hunter Hall USAR Center, San Pablo, California; P-07-002753, 63D Regional Readiness Command Facility CA 070, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596e		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Fort Ord USAR Center, Marina, California; 63D Regional Readiness Command Facility CA012, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596f		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Moss Landing Local Training Area, Moss Landing, California; 63D Regional Readiness Command Facility CA189, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596g		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Jones Hall USAR Center, Mountain View, California; P-43-001836, 63D Regional Readiness Command Facility CA031, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-033596h		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Richey Hall USAR Center, San Jose, California; P-43-000728, 63D Regional Readiness Command Facility CA069, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596i		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve Moffett USAR Center, Mountain View, California; P-43-001837, 63D Regional Readiness Command Facility CA120, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596j		2007		Cultural Resources Inventory and Evaluation of the United States Army Reserve PFC Young USAR Center, Vallejo, California; P-[48-000752], 63D Regional Readiness Command Facility CA-090, Contract No. W912C8-05-P-0052	U.S. Army Reserve; PAR Environmental Services, Inc.
S-033596k		2007	Milford Wayne Donaldson and James O. Anderson	USA070613A; Inventory and Evaluation of Historic Resources at 63D Regional Readiness Command, US Army Reserve Center in California	California Office of Historic Preservation; U.S. Army
S-034157		2007	Miley Paul Holman	Cultural Resources Study of the Wanlass Park Project, San Pablo, Contra Costa County, California (letter report)	Holman & Associates
S-035001		2008	Miley Paul Holman	Results of Mechanical Subsurface Presence/Absence Testing for Cultural Resources at the Wanlass Park Project, San Pablo, Contra Costa County, California (letter report)	Holman & Associates
S-035030		2008	Sean Dexter	Archaeological Survey Report for Davis Park, City of San Pablo, Contra Costa County, California (letter report)	Condor Country Consulting
S-035664	Submitter - Project #CTD0802	2008	E. Timothy Jones and Michael Hibma	A Cultural and Paleontological Resources Study for the Contra Costa College Facilities Master Plan Project, San Pablo, Contra Costa County, California	LSA Associates, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-036936		2009	Bai "Tom" Tang	Historic Property Survey Report, proposed construction of approximately 1.25 miles of connector railway between the existing Burlington Northern Santa Fe Railway (BNSF) and Union Pacific Railway (UPRR) lines in the City of Richmond, Contra Costa County, California	CRM TECH
S-036936a		2009	Bai "Tom" Tang, Michael Hogan, and Terri Jacquemain	Archaeological Survey Report, Rheem BNSF and UPRR Connection Track Project, BNSF MP 1185.9 to UPRR MP 14.2, City of Richmond, Contra Costa County, California, Caltrans District 10	CRM TECH
S-038197	Other - LSA Project #CCC1102, Task 1	2011	Heather Blind	Archaeological Presence/Absence Subsurface Investigation for the West County Health Center Project, San Pablo, Contra Costa County, California	LSA Associates, Inc.
S-038230	OHP PRN - DOE110103A	2011	Kimberly Butt	Historic Resources Evaluation, 1901 Church Lane, San Pablo, California	Interactive Resources, Inc.
S-038230a		2011	Susan K. Stratton and Robert T. Calkins	DOE110103A: Section 106 for Energy Upgrades, 1901 Church Lane, San Pablo, CA	Office of Historic Preservation; Department of Conservation & Development
S-038237	Other - LSA Project No. NCE1001	2011	Heather Blind	Cultural Resources Study for the Via Verde Sinkhole Repair Project, Richmond, Contra Costa County, California	LSA Associates, Inc.
S-038251	Caltrans - EA 3A7761; Caltrans - EA 3A7771	2011	Jack Meyer	Buried Archaeological Site Assessment and Extended Phase I Subsurface Explorations for the I-80 Integrated Corridor Mobility Project, Caltrans District 04, Alameda and Contra Costa Counties, California, 04-ALA-CC-80, P.M. ALA 1.99/P.M. ALA 8.04, P.M. CC 0.0/P.M. CC 13.49, EA 3A7761 / EA 3A7771	Far Western Anthropological Research Group, Inc.
S-040596		2012	Bai "Tom" Tang	Historic Property Survey Report, proposed construction of an approximately 1.25-mile at-grade connection track between the Burlington Northern Santa Fe Railway's (BNSF) Stockton Subdivision and the Union Pacific Railroad's (UPRR) Martinez Subdivision, BNSF MP 1185.9 to UPRR MP 14.2, Contra Costa County, California	CRM TECH

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-040596a		2012	Michael Hogan Michael Hogan	Archaeological Survey Report, Richmond Rail Connector Project, BNSF MP 1185.9 to UPRR MP 14.2, City of Richmond and North Richmond Area, Contra Costa County, California, Caltrans District 4	CRM TECH
S-040631		2013	Heidi Koenig	West of Hills Northern Pipelines Project, East Bay Municipal Utility District, Contra Costa and Alameda Counties, Cultural Resources Survey Report	Environmental Science Associates
S-040631a		2019	Heidi Koenig	Supplement to the Cultural Resources Study for the East Bay Municipal Utility District, Wildcat Pipeline Improvement Project, El Cerrito	Environmental Science Associates
S-041082	Agency Nbr - Contract No.: HSFEHQ-09-D-1128; OHP PRN - FEMA110207A	2013	Gloriella Cardenas, Clint Helton, Megan Venno, and Natalie Lawson	Cultural Resources Inventory Report for the Hazardous Fire Risk Reduction Environmental Impact Statement, East Bay Hills, California	CH2M HILL
S-041082a		2011	Milford Wayne Donaldson and Carol Roland-Nawi	FEMA110207A; Four Hazardous Fire Risk Reduction Projects, East Bay Hills, PDM-PJ-09-CA-2005-011, PDM-PJ-09-CA-2006-004, PDM-PJ-09-CA-2005-003, and FEMA-HMGP-1731-16-34	California Office of Historic Preservation
S-043442	OHP PRN - FHWA071212C	2013	Matthew R. Clark	Rumrill Boulevard Bridge Replacement Project Final Report, Section 1: Archaeological Testing and Evaluation, Monitoring of Construction and Data Recovery, Completion of National Historic Preservation Act Section 106 Compliance	Holman and Associates Archaeological Consultants
S-043442a		2013	Sunshine Psota	Section II: Rumrill Historic and Recent Artifacts	Holman and Associates

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-043527	Caltrans - EA 0A0800; Caltrans - EA 0A0811; Other - EFIS 0413000365	2008	Dean Martorana	Archaeological Survey Report Interstate 80 / San Pablo Dam Road Interchange Project, Contra Costa County, California, 4-CC-80 PM 3.8/5.3 EA 0A0800	URS Group Inc.
S-043527a		2008	Stephen Wee	Historical Resources Evaluation Report Interstate 80/San Pablo Dam Road Interchange Project Contra Costa County, California EA 0A0800 4-CC-80 PM 3.8/5.3	JRP Historical Consulting, LLC
S-043527b		2014	Kathleen Kubal	Supplemental Historic Property Survey Report Interstate 80/ San Pablo Dam Road Interchange Project Contra Costa County, California EA 0A0811; EFIS 0413000365 4-CC-80, PM 3.8/5.3	URS Group Inc.
S-043533	Submitter - ESA Project # D121021; Voided - S-45726	2013	Heidi Koenig	West County Wastewater District Capital Improvement Plan, First SRF Application Projects, Contra Costa County, Cultural Resources Survey Report	Environmental Science Associates
S-043533a		2014	Heidi Koenig	West County Wastewater District Water Pollution Control Plant, Richmond, Contra Costa County, Cultural Resources Survey Report	Environmental Science Associates
S-045358		2014	Lorna Billat and Dana Supernowicz	Collocation Submission Packet, Brookside / CCL00009, 2000 Vale Road, San Pablo, Contra Costa County	EnviroWest
S-045358a		2014	Dana E. Supernowicz	Architectural Evaluation Study of the Brookside Project AT&T Mobility Site No. CCL00009, 2000 Vale Road, San Pablo, Contra Costa County, California 94806	Historic Resource Associates
S-046251	OHP PRN - HUD 2015_0316_007	2015	Michelle C. Cross	Cultural Resources Inventory, Extended Phase I Testing (XPI) and Evaluation Report for the Laurel Terrace Development Project, San Pablo, Contra Costa County, California (FINAL)	Stantec Consulting Services, Inc.
S-046251a		2015	Michelle C. Cross	Amendment 1 to the Cultural Resources Inventory, Extended Phase I Testing (XPI) and Evaluation Report for the Laurel Terrace Development Project, San Pablo, Contra Costa County, California (FINAL)	Stantec Consulting Services, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-046251b		2015	Carol Roland-Nawi and Kristin Sherk	HUD 2015_0316_007: Multifamily Development Project Located at Southeast Corner San Pablo Avenue/Church Lane, San Pablo	Office of Historic Preservation; Department of Conservation and Development
S-047514	Submitter - 30968147	2014	Darryl Dang	Cultural Resources Constraints Report, Gas Main Standard & Mason, San Pablo, Contra Costa County, PM Number 30968147	Garcia and Associates
S-047514a		2016	Brandon Patterson	Archaeological Monitoring Summary Report for 30968147 Gas Main Standard & Mason, San Pablo, Contra Costa County (letter report)	Garcia and Associates
S-049138	Agency Nbr - FA # CML5303(016)	2016	Neal Kaptain	Historic Property Survey Report: San Pablo Complete Streets Project, San Pablo and Richmond, Contra Costa County, California, Caltrans District 4, Federal ID # CML5303(016)	LSA Associates, Inc.
S-049138a		2016	Neal Kaptain	Archaeological Survey Report: San Pablo Complete Streets Project, San Pablo and Richmond, Contra Costa County, California, Caltrans District 4, Federal ID # CML5303(016)	LSA Associates, Inc.
S-049682	OHP PRN - USA_2017_0206_002			Colonel Hunter Hall, United States Army Reserve Center, Facility ID No. CA070	
S-049682a		2017	Julianne Polanco, Laura M. Caballero, and Susan K. Stratton	USA_2017_0206_002, Real Property Exchange of Hunter Hall Army Reserve Center, 2600 Castro Road, San Pablo, California	Office of Historic Preservation; Department of the Army
S-050069	Submitter - Project Number 17-365; Submitter - Report Number 17-394	2018	Christina Alonso, Stacy Kozakavich, and Nazih Fino	Cultural Resources Assessment Report, Wildcat Creek Restoration and Greenway Trail, San Pablo, California, Project Number 17-365, Report Number 17-394	William Self Associates, Inc
S-051181			Daniel L. Young	Archaeological Survey Report for Sound Barrier Wall on 4-CC-80-4.0/4.1	Caltrans
S-051831		1991	Miley Paul Holman	Report of Findings of Mechanical Auguring of Two Parking Lots at Alvarado Park, Contra Costa County, California (letter report)	Holman & Associates
S-051913		2018	Justin Wisely	Randy Lane Cultural Resources Monitoring (letter report)	Far Western Anthropological Research Group, Inc.

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Report No.	Other IDs	Year	Author(s)	Title	Affiliation
S-051998		2016	Carrie D. Wills and Kathleen Crawford	Cultural Resources Records Search Results for T-Mobile West, LLC Candidate BA11752A (BA752 Security Storage) 3415 San Pablo Dam Road, San Pablo, Contra Costa County, California (letter report)	Environmental Assessment Specialists, Inc.
S-052106		1976	Daniel L. Young	Archaeological Survey Report on Excess Parcel No. 008526-01-01 on 4-CC-80-3.9+/- Lt.	California Department of Transportation
S-054309	Submitter - LSA Project #CPZ1501	2016	Lora Holland and Michael Hibma	Cultural Resources Review for the City of Richmond Wastewater Treatment Plant and Sewer Collection System Improvements, Richmond, Contra Costa County, California (LSA Project #CPZ1501)	LSA

Resource List

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Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by
P-07-000074	CA-CCO-000132	Resource Name - [none]	Site	Prehistoric	AP02; AP15	1940 (Gert Daniels, [none]); 1977 (Peter Banks, [none])
P-07-000128	CA-CCO-000247	Resource Name - Nelson Map #433; Other - Loud's #433	Site	Prehistoric	AP15	1910 (A. Pilling, Nelson Map, [none]); 1940 (Gert Daniels, [none])
P-07-000146	CA-CCO-000267	Other - Barker's San Pablo; Other - Utah Construction Co.; Resource Name - Nelson No. 267; Other - Nelson's Survey 267	Site	Prehistoric	AP02; AP09; AP15	1907 (N. C. Nelson, University of California); 1949 (A.R. Pilling, University of California); 1952 (Pilling, University of California); 1978 (Peter Banks)
P-07-000150	CA-CCO-000271	Other - Batha Site; Resource Name - Nelson No. 271; OHP PRN - COE840214A	Site, Element of district	Prehistoric	AP09; AP15	1907 (N. C. Nelson, University of California); 1977 (Peter Banks); 1978 (Peter Banks); 1997 (Seana Gause, Anthropological Studies Center, Sonoma State University); 2017 (Liz Spurlock, FWARG)
P-07-000151	CA-CCO-000272	Resource Name - Nelson No. 272	Site	Protohistoric	AP09; AP11; AP15	1907 (N.C. Nelson, [none]); 1979 (R.M., [none])
P-07-000323	CA-CCO-000553/H	Resource Name - Alvarado Park, Wildcat Regional Park; Voided - CA-CCO-125; Voided - CA-CCO-274; Voided - CA-CCO-349; Voided - CA-CCO-353; Voided - CA-CCO-373; Other - Nelson's 274; Other - Petroglyph site; Other - ASC-59-11-01	Site, Element of district	Prehistoric, Historic	AH03; AH11; AH16; AP09; AP11; AP15; HP29	(D.W.L., [none]); 1907 (N.C. Nelson, [none]); 1940 (Gert Daniels, [none]); 1951 (DWL, [none]); 1971 (George R. Coles, Jr., [none]); 1974 (Teresa Miller, Reed Haslam, [none]); 1975 (Teresa Miller, Reed Haslam, [none]); 1978 (Wm. Lindenau, [none]); 1978 (Peter Banks, [none]); 1978 (Peter Banks, [none]); 1984 (Peter Banks, [none]); 1988 (A. Praetzellis, ASC, SSU); 2011 (Annamarie Leon Guerrero, ASC, SSU); 2012 ([none], CH2M Hill); 2017 (Annamarie Leon Guerrero, AECOM)

Resource List

NWIC File 22-0803 City of San Pablo

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by
P-07-000466	CA-CCO-000357	Resource Name - Field No. 132-B	Site	Prehistoric	AP02; AP15	1977 (P. Banks, [none])
P-07-000467	CA-CCO-000358H	Resource Name - Field No. H-3	Building	Historic	AH15	1977 (P. Banks, [none])
P-07-000471	CA-CCO-000374	Resource Name - [none]	Site	Prehistoric	AP09; AP15	1978 (P. Banks, [none])
P-07-000672	CA-CCO-000246	Resource Name - Nelson #432, Loud #432	Site	Prehistoric	AP15	1910 (Pilling/Nelson, [none])
P-07-000866		Resource Name - American Standard; Other - Giant Trade Center	Building	Historic	HP08	2001 ([none], Archaeological Resources Technology)
P-07-001182		Resource Name - St Pauls Catholic Church & Graveyard; OHP PRN - 4806-0002-0000 7N; OTIS Resource Number - 415637; OHP Property Number - 012809	Building	Historic	HP16; HP40	1976 ([none], CCO Planning Dept)
P-07-001183		Resource Name - 1906 Earthquake Refugee Camp	Building, Site	Historic	HP39; HP41	1975 ([none], San Pablo Historical Society)
P-07-001186		OHP Property Number - 12813; OHP PRN - 4806-006-0000; Resource Name - Andrata House	Building	Historic	HP02	1975 (Charles A. Forren, Contra Costa Planning Department)
P-07-001190		Resource Name - Mello Residence	Building	Historic	HP02	1975 (Charles A. Farren, CCO Planning Dept.)
P-07-001192		Resource Name - Old Rectory; OHP Property Number - 012819; 012812; Other - 1901 Church Lane, 1841 Pullman Street; OHP PRN - 4806-0014-0000 [property # 012819] [1875-1930s]; OHP PRN - 4806-0012-0000 [property # 012819] [1979- present]; OHP PRN - 4806-0005-0000 [property # 012812] [1930s-1979]; OHP PRN - DOE-07-97-0011- 0000; OHP PRN - HUD950522F; OTIS Resource Number - 415647	Building	Historic	HP16	1975 (Charles A. Farren, Contra Costa Planning Department); 1980 (Gerald S. Feagley, [none])

Resource List

NWIC File 22-0803 City of San Pablo

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by
P-07-001320		Resource Name - Alvarado Park; Other - Grand Canyon Park; Other - CA-Cco-553H; OHP Property Number - 073329; OHP PRN - NPS-92000313-9999; Other - Grand Canyon, Alvarado Park; OHP Property Number - 012791; Voided - P-07-001167; OHP PRN - 4802-0008-0000; Voided - S-013893	District	Historic	AH02; AH03; AH11	1975 (Charles A. Farren, Contra Costa County Planning Department); 1989 (Adrian Praetzellis, ASC)
P-07-002678		Resource Name - Circle S Mobile Home Park	District	Historic	HP02; HP03; HP04	2004 (John Kelley, LSA Associates, Inc); 2015 (Michelle Cross, Meagan O'Deegan, Stantec Consulting Services, Inc.)
P-07-002679		Resource Name - Fisk Termite Control Building	Building	Historic	HP06	2004 (John Kelley, LSA Associates, Inc); 2015 (Michelle Cross, Meagan O'Deegan, Stantec Consulting Services, Inc.)
P-07-002680		Resource Name - San Pablo Redevelopment Agency Warehouse	Building	Historic	HP08	2004 (John Kelley, LSA Associates, Inc); 2015 (Michelle Cross, Meagan O'Deegan, Stantec Consulting Services, Inc.)
P-07-002681		Resource Name - Chattleton Housing District	Building, District	Historic	HP02	2004 (John Kelley, LSA Associates); 2015 (Michelle Cross, Meagan O'Deegan, Stantec Consulting Services, Inc.)
P-07-002753		Resource Name - Col. Hunter Hall USAR Center; Other - San Pablo USAR Center, Facility ID no. CA 070	Building	Historic	HP34	2006 ([none], PAR Environmental Services, Inc.)
P-07-004534		Resource Name - Lower San Pablo Creek Archaeological District; OHP PRN - COE 840214A; OHP Z-number - CCO-Z00002	District	Prehistoric, Protohistoric	AP02; AP09; AP15	1978 (Peter M. Banks, California Archaeological Consultants, Inc.)
P-07-004598		Resource Name - Map Reference #16; Other - 1175 Joel Court	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting, LLC.)

Resource List

NWIC File 22-0803 City of San Pablo

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by
P-07-004599		Resource Name - Map Reference #17; Other - 1180 Joel Court	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting, LLC.)
P-07-004600		Resource Name - Map Reference #12; Other - 1424 Humboldt Avenue	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting, LLC.)
P-07-004601		Other - Map Reference #11; Resource Name - 3024 Avon Lane	Building	Historic	HP02; HP04	2007 (Bryan Larson, JRP Historical Consulting)
P-07-004602		Other - Map Reference #10; Resource Name - 3030 Avon Lane	Building	Historic	HP02; HP04	2007 (Bryan Larson, JRP Historical Consulting)
P-07-004603		Other - Map Reference #9; Resource Name - 3036 Avon Lane	Building	Historic	HP02; HP04	2007 (Bryan Larson, JRP Historical Consulting)
P-07-004604		Other - Map Reference #8; Resource Name - 3040 Avon Lane	Building	Historic	HP02; HP04	2007 (Bryan Larson, JRP Historical Consulting)
P-07-004605		Other - Map Reference #7; Resource Name - 3058 Judith Court	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004606		Other - Map Reference #6; Resource Name - 3066 Judith Court	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004607		Other - Map Reference #5; Resource Name - 3072 Judith Court	Building	Historic	HP02	2008 (Bryan Larson, JRP Historical Consulting)
P-07-004608		Other - Map Reference #4; Resource Name - 3144 Rollingwood Drive	Building	Historic	HP02	2008 (Bryan Larson, JRP Historical Consulting)
P-07-004609		Other - Map Reference #3; Resource Name - 3152 Rollingwood Drive	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004610		Other - Map Reference #2; Resource Name - 3160 Rollingwood Drive	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004611		Other - Map Reference #1; Resource Name - 3168 Rollingwood Drive	Building	Historic	HP02	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004612		Resource Name - Map Reference #13; Other - 5286-5290 Riverside Avenue	Building	Historic	HP02; HP03	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)

Resource List

NWIC File 22-0803 City of San Pablo

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by
P-07-004613		Resource Name - Map Reference #14; Other - 5296-5300 Riverside Avenue	Building	Historic	HP02; HP03	2007 (Cheryl Brookshear, Damany Fisher, JRP Historical Consulting)
P-07-004614		Resource Name - Map Reference #15; Other - Riverside School; Other - Riverside Elementary School	Building	Historic	HP15	2008 (Bryan Larson, JRP Historical Consulting, LLC.)
P-07-004615		Resource Name - Doctors Medical Center; Other - Brookside Hospital	Building	Historic	HP41	2012 (Dana E. Supernowicz, Historic Resource Associates)
P-07-004817		Resource Name - 2023 Vale Road; Other - Bldgs A and B, 2023 Vale Road, San Pablo, CA	Building	Historic	HP06	2018 (Stacy Kozakavich, WSA/PaleoWest)

OHP BERD dated September 23, 2022

Primary #	OTIS ID	Name	St #	St Name	City	Evaluation Info	Circa
	565828		2900	ARUNDEL WY	SAN PABLO	6Y, 07/19/2002, DOE-07-02-0001-0000 6Y, 07/19/2002, HUD020705Q	1943
	688995	3024 Avon Ln, San Pablo	3024	Avon Ln	San Pablo	6Y, 10/02/2008, FHWA080905C	
	688994	3030 Avon Ln, San Pablo	3030	Avon Ln	San Pablo	6Y, 10/02/2008, FHWA080905C	
	688992	3036 Avon Ln, San Pablo	3036	Avon Ln	San Pablo	6Y, 10/02/2008, FHWA080905C	
	688990	3040 Avon Ln, San Pablo, CA	3040	Avon Ln	San Pablo	6Y, 10/02/2008, FHWA080905C	
	562376		2445	Bancroft Ln	San Pablo	6Y, 01/06/2003, DOE-07-02-0006-0000 6Y, 01/06/2003, HUD021216M	1943
	565977		6211	BAYVIEW AVE	SAN PABLO	6Y, 07/10/2002, DOE-07-02-0024-0000 6Y, 07/10/2002, HUD020702D	1951
	536110		150	BONNIE DR	SAN PABLO	6Y, 05/03/2006, HUD060428A	1954
	531674		321	BONNIE DR	SAN PABLO	6Y, 07/06/2007, HUD070702S	1954
	552396		1300	BROOKSIDE AVE	SAN PABLO	6Y, 02/03/2004, DOE-07-04-0001-0000 6Y, 02/03/2004, HUD040120B	1949
	564131		1811	BUSH AVE	SAN PABLO	6Y, 10/01/2002, DOE-07-02-0067-0000 6Y, 10/01/2002, HUD020926I	1940

OHP BERD dated September 23, 2022

Primary #	OTIS ID	Name	St #	St Name	City	Evaluation Info	Circa
	528047	COLONIAL HUNTER HALL USAR CENTER	2600	CASTRO RD	SAN PABLO	6Y, 07/16/2007, USA070613A	1952
	528048	ORGANIZATIONAL MANTAINANCE SHOP	2600	CASTRO RD	SAN PABLO	6Y, 07/16/2007, USA070613A	1952
	687276		16	Christine Ct	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687277		24	Christine CT	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687278		32	Christine Ct	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687279		48	Christine Ct	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687275		8	Christine Ct	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687280		102	Christine Dr	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687281		114	Christine Dr	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687282		126	Christine Dr	San Pablo	6Y, 06/03/2010, FHWA100506B	1953
	687283		138	Christine Dr	San Pablo	6Y, 06/03/2010, FHWA100506B	
	516494		468	CHRISTINE DR	SAN PABLO	6Y, 03/16/2011, HUD110309F	1963
07-001182	415637	ST PAULS CATHOLIC CHURCH & GRAVEYARD, ST PAULS CAT	1825	Church Ln	San Pablo	7N, , 4806-0002-0000	1863
	514832	ST PAUL CHURCH	1845	CHURCH LN	SAN PABLO	6Y, 02/25/2010, FCC091123E	1931

OHP BERD dated September 23, 2022

Primary #	OTIS ID	Name	St #	St Name	City	Evaluation Info	Circa
	559165		1807	EMERIC AVE	SAN PABLO	6Y, 04/15/2003, DOE-07-03-0022-0000 6Y, 04/15/2003, HUD030411B	1935
	561886		2201	EMERIC AVE	SAN PABLO	6Y, 01/27/2003, DOE-07-03-0013-0000 6Y, 01/27/2003, HUD030115A	1930
	510218		2322	GALWAY RD	SAN PABLO	6Y, 04/25/2012, HUD120413D	1959
	688997	1424 Humboldt Ave, San Pablo	1424	Humboldt Ave	San Pablo	6Y, 10/02/2008, FHWA080905C	
	516287		179	JENNIFER DR	SAN PABLO	6Y, 04/25/2011, HUD110419E	1946
	562377		1108	JOHN AVE	SAN PABLO	6Y, 01/06/2003, DOE-07-03-0007-0000 6Y, 01/06/2003, HUD021210B	1942
	688988	3058 Judith Court, San Pablo	3058	Judith Ct	San Pablo	6Y, 10/02/2008, FHWA080905C	
	688987	3066 Judith Court, San Pablo	3066	Judith Ct	San Pablo	6Y, 10/02/2008, FHWA080905C	
	688985	3072 Judith Court, San Pablo	3072	Judith Ct	San Pablo	6Y, 10/02/2008, FHWA080905C	
	679355		1217	Karen Rd	San Pablo	6Y, 01/30/2013, HUD_2013_0129_001	1953
	539486		1439	KAREN RD	SAN PABLO	6Y, 12/30/2005, HUD051216M	1954
	526722		1110	LETTIA RD	SAN PABLO	6Y, 04/25/2008, HUD080410A	1953

OHP BERD dated September 23, 2022

Primary #	OTIS ID	Name	St #	St Name	City	Evaluation Info	Circa
	553505		240	LINDA DR	SAN PABLO	6Y, 10/20/2003, DOE-07-03-0037-0000 6Y, 10/20/2003, HUD031003B	1953
	519092		2664	MacArthur Ave	SAN PABLO	6Y, 04/23/2010, HUD100330G	1943
	560173		1601	MANOR DR	SAN PABLO	6Y, 03/07/2003, DOE-07-03-0017-0000 6Y, 03/07/2003, HUD030303E	1943
	659403		1720	MANZANILLA DR	SAN PABLO	6Y, 08/27/2015,	
	559166		1830	MASON ST	SAN PABLO	6Y, 04/15/2003, DOE-07-03-0023-0000 6Y, 04/15/2003, HUD030411C	1951
07-001184	415639	BOUQUET CHATEAU	5739	MCBRYDE AVE	SAN PABLO	7R, , 4806-0004-0000	1911
	519386		2639	MERRITT AVE	SAN PABLO	6Y, 02/03/2010, HUD100203A	1944
	676771		1314	Miner Ave	San Pablo	6Y, 06/05/2017, HUD_2017_0519_005	1957
	565978		24	MONTALVIN DR	SAN PABLO	6Y, 07/10/2002, DOE-07-02-0025-0000 6Y, 07/10/2002, HUD020702I	1950
	562375		2584	O'HARTE RD	SAN PABLO	6Y, 01/06/2003, DOE-07-03-0005-0000 6Y, 01/06/2003, HUD021216E 6Y, 04/19/2019, HUD_2019_0418_001	1952

CALIFORNIA HISTORICAL RESOURCE STATUS CODES

(effective 5/1/2017)

1 Listed in the National Register (NR) or the California Register (CR)

- 1D Contributor to a multi-component resource like a district listed in the NR by the Keeper. Listed in the CR.
- 1S Individually listed in the NR by the Keeper. Listed in the CR.
- 1CD Contributor to a multi-component resource listed in the CR by the SHRC.
- 1CS Individually listed in the CR by the SHRC.
- 1CL State Historical Landmarks (CHL) numbered 770 and above, or SHRC reevaluated CHLs that also meet CR criteria. Listed in the CR.
- 1CP State Points of Historical Interest (CPHI) nominated after December 1997 and recommended for listing by the SHRC or SHRC reevaluated CPHIs that also meet CR criteria. Listed in the CR.

2 Determined eligible for listing in the National Register (NR) or the California Register (CR)

- 2B Determined eligible for the NR both individually and as a contributor to a NR eligible multi-component resource like a district in a federal regulatory process. Listed in the CR.
- 2D Contributor to a multi-component resource determined eligible for the NR by the Keeper. Listed in the CR.
- 2D2 Contributor to a multi-component resource determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2D3 Contributor to a multi-component resource determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2D4 Contributor to a multi-component resource determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2S Individually determined eligible for NR by the Keeper. Listed in the CR.
- 2S2 Individually determined eligible for NR by consensus through Section 106 process. Listed in the CR.
- 2S3 Individually determined eligible for NR by Part I Tax Certification. Listed in the CR.
- 2S4 Individually determined eligible for NR pursuant to Section 106 without review by SHPO. Listed in the CR.
- 2CB Determined eligible for CR both individually and as a contributor to a CR eligible multi-component resource by the SHRC.
- 2CD Contributor to a multi-component resource determined eligible for CR by the SHRC.
- 2CS Individually determined eligible for CR by the SHRC.

3 Appears eligible for National Register (NR) or California Register (CR).

- 3B Appears eligible for NR both individually and as a contributor to a NR eligible multi-component resource like a district through survey evaluation.
- 3D Appears eligible for NR as a contributor to a NR eligible multi-component resource through survey evaluation.
- 3S Appears eligible for NR individually through survey evaluation.

- 3CB Appears eligible for CR both individually and as a contributor to a CR eligible multi-component resource through survey evaluation.
- 3CD Appears eligible for CR as a contributor to a CR eligible multi-component resource through survey evaluation.
- 3CS Appears eligible for CR individually through survey evaluation.

4 Appears eligible for National Register (NR) or State Historical Landmark (CHL) through PRC§ 5024

- 4CM State agency owned resource added to Master List - appears to meet NR and/or CHL criterion.

5 Recognized as Historically Significant by Local Government

- 5B Locally significant both individually (listed, eligible, or appears eligible) and as contributor to a multi-component resource like a district that is locally listed, designated, determined eligible, or appears eligible through survey evaluation.
- 5D1 Contributor to a multi-component resource that is listed or designated locally.
- 5D2 Contributor to a multi-component resource that is eligible for local listing or designation.
- 5D3 Appears to be a contributor to a multi-component resource that appears eligible for local listing or designation.
- 5S1 Individually listed or designated locally.
- 5S2 Individually eligible for local listing or designation.
- 5S3 Appears to be individually eligible for local listing or designation through survey evaluation.

6 Not Eligible for Listing or Designation as specified

- 6C Determined ineligible for or removed from California Register (CR) by the SHRC.
- 6CD Determined ineligible for or removed from CR by the SHRC as a component of a CR listed multi-component resource. [Code to differentiate a resource that has more than one CR evaluation. Example, a resource that is on the CR as both contributor to a district and individually would still be on the CR if the district was removed/determined ineligible. This code would convey the change of a specific evaluation rather than the resource's CR status.]
- 6J State Historic Landmarks (CHL) or State Points of Historical Interest (SPHI) determined ineligible for or removed as a CHL or SPHI by the SHRC.
- 6L Determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning.
- 6T Determined ineligible for NR through Part I Tax Certification process.
- 6U Determined ineligible for NR pursuant to Section 106 without review by SHPO.
- 6W Removed from NR by the Keeper.
- 6X Determined ineligible for NR by the SHRC or the Keeper.
- 6Y Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or local listing.
- 6Z Found ineligible for NR, CR or local designation through survey evaluation.
- 6WM Removed from Master List because no longer state owned.
- 6XM Removed from Master List because of historic feature loss or further evaluation.
- 6YM State agency owned resource determined ineligible for Master List.

7 Not Evaluated for National Register (NR) or California Register (CR) or Needs Re-evaluation

- 7E Treated as eligible for the purpose of OHP review.
- 7J Received by OHP for evaluation or action but not yet evaluated.
- 7K Submitted to OHP for action but not reevaluated.
- 7L State Historical Landmarks 1-769 – that do not meet CR criteria.
- 7M Submitted to OHP but not evaluated - referred to NPS.
- 7N Needs to be reevaluated - formerly coded as may become NR eligible with specific conditions.
- 7N1 Needs to be reevaluated (former status code 4) - may become NR eligible with restoration or other specific conditions.
- 7P State Point of Historical Interests that do not meet CR criteria.
- 7R Identified in Reconnaissance Level Survey or in an Area of Potential Effect (APE): Not evaluated.
- 7W Submitted to OHP for action – withdrawn or inactive.

Caltrans Bridge Inventory for San Pablo, Hope 2005

Bridge #	RTE	Name	Fac	City	Year Blt	Notes
28 0089	80	SAN PABLO DAM ROAD OC	SAN PABLO DAM ROAD	San Pablo	1956	Does not meet significance criteria.
28 0159	80	RIVERSIDE AVENUE POC	INTERSTATE RTE 80	San Pablo	1996	
28 0175	80	WILDCAT CREEK	INTERSTATE RTE 80	San Pablo	1956	Culvert - treated as categorically ineligible.
28C0057		SAN PABLO CREEK	SAN PABLO AVE	San Pablo	1926	Does not meet significance criteria.
28C0160		WILDCAT CREEK	23RD ST (SAN PABLO	San Pablo	1940	Culvert - treated as categorically ineligible.
28C0321		WILDCAT CREEK	VALE RD	San Pablo	1960	
28C0322		WILDCAT CREEK	CHURCH LANE	San Pablo	1973	
28C0323		SAN PABLO CREEK	CHURCH LANE	San Pablo	1955	Does not meet significance criteria.
28C0324		WILDCAT CREEK	13TH ST.	San Pablo	0	Culvert - treated as categorically ineligible.
28C0325		SAN PABLO CREEK	RUMRILL BLVD	San Pablo	1934	Does not meet significance criteria.
28C0326		SAN PABLO CREEK	GIANT HWY	San Pablo	1981	
28C0327		RHEAM CREEK	GIANT HWY	San Pablo	1935	Culvert - treated as categorically ineligible.



Appendix D

Supporting Materials for Tribal Cultural Resources



NATIVE AMERICAN HERITAGE COMMISSION

December 6, 2022

Elizabeth Tyler
City of San Pablo

Via Email to: libbyt@sanpabloca.gov

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, General Plan and Housing Element Update Project, Contra Costa County

Dear Ms. Tyler:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1 (d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was positive. Please contact the tribes on the attached list for more information.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand well help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address:

Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Contra Costa County
12/6/2022**

**Amah Mutsun Tribal Band of
Mission San Juan Bautista**

Irene Zwierlein, Chairperson
3030 Soda Bay Road
Lakeport, CA, 95453
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

The Ohlone Indian Tribe

Andrew Galvan, Chairperson
P.O. Box 3388
Fremont, CA, 94539
Phone: (510) 882 - 0527
Fax: (510) 687-9393
chochenyo@AOL.com

Bay Miwok
Ohlone
Patwin
Plains Miwok

Guidiville Indian Rancheria

Donald Duncan, Chairperson
P.O. Box 339
Talmage, CA, 95481
Phone: (707) 462 - 3682
Fax: (707) 462-9183
admin@guidiville.net

Pomo

**The Confederated Villages of
Lisjan**

Corrina Gould, Chairperson
10926 Edes Avenue
Oakland, CA, 94603
Phone: (510) 575 - 8408
cvltribe@gmail.com

Bay Miwok
Ohlone
Delta Yokut

**Indian Canyon Mutsun Band of
Costanoan**

Kanyon Sayers-Roods, MLD
Contact
1615 Pearson Court
San Jose, CA, 95122
Phone: (408) 673 - 0626
kanyon@kanyonconsulting.com

Costanoan

**Indian Canyon Mutsun Band of
Costanoan**

Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyons.org

Costanoan

**Muwekma Ohlone Indian Tribe
of the SF Bay Area**

Monica Arellano, Vice
Chairwoman
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
monicavarellano@gmail.com

Costanoan

**Muwekma Ohlone Indian Tribe
of the SF Bay Area**

Charlene Nijmeh, Chairperson
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546
Phone: (408) 464 - 2892
cnijmeh@muwekma.org

Costanoan

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed General Plan and Housing Element Update Project, Contra Costa County.

December 8, 2022

Monica Arellano
20885 Redwood Road, Suite 232
Castro Valley, CA 94546

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Arellano,

The City of San Pablo to Pablo is preparing a targeted update to its General Plan and Housing Element. The project also involves a new Corridor Plan for Rumrill Boulevard that will be incorporated into the General Plan to describe the community's vision for the future of the areas and guide change over time. An important objective of the project is to stimulate housing construction and new jobs in the city to provide a greater variety of choices for people of all ages, abilities, and income levels. The project could result in the development of up to 1,623 new housing units, primarily on vacant and underused properties within the City's three designated Priority Development Areas, located along the commercial corridors of San Pablo Avenue, 23rd Street, and Rumrill Boulevard. No zoning map changes are needed to accommodate new development.

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Decemeber 8, 2022

Kindest Regards,

Elizabeth "Libby" Tyler
Community Development Director
City of San Pablo
Tel. 510-215-3036
LibbyT@sanpabloca.gov

Attachments:

- Figure 1 - Planning Area Map
- Figure 2 - USGS 7.5' Quadrangle Map

December 8, 2022

Donald Duncan
P.O. Box 339
Talmage, CA, 95481

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Mr. Duncan,

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LibbyT@sanpabloca.gov

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December 8, 2022

Andrew Galvan, Chairperson
P.O. Box 3388
Fremont, CA, 94539

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Mr. Galvan,

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LibbyT@sanpabloca.gov

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December 8, 2022

Corrina Gould
10926 Edes Avenue
Oakland, CA, 94603

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Gould,

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LibbyT@sanpabloca.gov

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December 8, 2022

Charlene Nijmeh
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Nijmeh,

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LibbyT@sanpabloca.gov

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December 8, 2022

Kanyon Sayers-Roods
1615 Pearson Court
San Jose, CA, 95122

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Sayers-Roods,

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December 8, 2022

Ann Marie Sayers
P.O. Box 28
Hollister, CA, 95024

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Sayers,

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December 8, 2022

Irene Zwierlein
3030 Soda Bay Road
Lakeport, CA, 95453

Re: Native American and Tribal Consultation under SB 18 and AB 52

Dear Ms. Zweirlein,

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Appendix E

Noise Data

Traffic Noise Calculator: FHWA 77-108

Project: 20-09554 (2022 ADT Count)

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq} 24hr	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	60.0	63.7	64.1	20	44	94	23rd St, from Pine Ave to Emeric Ave		14,849	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
2	55.7	59.4	59.8	10	22	48	Broadway Ave, from 15th St to 16th St		5,455	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
3	59.4	63.1	63.4	18	39	85	Church Ln, from El Portal Dr to Willow Rd		12,748	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
4	63.3	67.0	67.4	33	72	155	El Portal Drive, from Church Ln to Fordham St		20,221	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
5	60.9	64.6	65.0	23	50	107	El Portal Drive, from Mission Bell Dr to Castro Rd		11,571	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
6	59.2	62.9	63.3	18	39	83	Giant Rd, from s/o Trenton Blvd to Parr Blvd/Road 20		5,674	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
7	57.9	61.6	62.0	15	32	68	Market Ave, from 19th St to 21st St		9,141	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
8	56.5	60.3	60.6	12	26	55	Road 20, between El Portal Dr and San Pablo Ave		4,279	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
9	65.0	68.7	69.1	44	94	202	San Pablo Ave, from Rivers St to Lake St		20,826	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
10	65.5	69.2	69.6	47	101	218	San Pablo Ave, from Evans Ln to Vale Rd		23,243	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
11	65.3	69.0	69.3	45	97	210	San Pablo Ave, from Maricopa Ave to Kirk Ln		22,038	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
12	64.4	68.2	68.5	40	86	185	San Pablo Dam Rd, from Morrow Dr to Princeton Plaza entrance		18,274	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
13	65.7	69.4	69.8	48	104	225	San Pablo Dam Rd, from WB I-80 to Ventura Ave		24,391	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
14	63.9	67.6	68.0	37	79	170	Rumrill Blvd from Rd 20 to Brookside Dr		16,080	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44

ID	Output						Inputs													Auto Inputs		
	dBA at 50 feet			Distance to CNEL Contour			Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Receiver	Ground Absorption	Lane Distance
	L _{eq} 24hr	L _{dn}	CNEL	70 dBA	65 dBA	60 dBA																
1	60.3	64.1	64.4	21	46	99	23rd St, from Pine Ave to Emeric Ave		16,009	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
2	55.7	59.4	59.8	10	22	48	Broadway Ave, from 15th St to 16th St		5,455	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
3	60.0	63.7	64.1	20	43	93	Church Ln, from El Portal Dr to Willow Rd		14,703	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
4	63.3	67.0	67.4	33	72	155	El Portal Drive, from Church Ln to Fordham St		20,221	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
5	60.9	64.6	65.0	23	50	107	El Portal Drive, from Mission Bell Dr to Castro Rd		11,571	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
6	59.8	63.5	63.8	19	42	90	Giant Rd, from s/o Trenton Blvd to Parr Blvd/Road 20		6,392	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
7	57.9	61.7	62.0	15	32	68	Market Ave, from 19th St to 21st St		9,222	25	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	2	Soft	50	0.5	20
8	57.8	61.5	61.9	14	31	67	Road 20, between El Portal Dr and San Pablo Ave		5,722	30	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
9	65.4	69.1	69.5	46	100	216	San Pablo Ave, from Rivers St to Lake St		22,928	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
10	66.3	70.0	70.4	53	114	246	San Pablo Ave, from Evans Ln to Vale Rd		27,946	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
11	67.1	70.8	71.2	60	129	279	San Pablo Ave, from Maricopa Ave to Kirk Ln		33,690	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
12	64.7	68.4	68.8	41	89	192	San Pablo Dam Rd, from Morrow Dr to Princeton Plaza entrance		19,312	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
13	67.2	70.9	71.3	61	131	283	San Pablo Dam Rd, from WB I-80 to Ventura Ave		34,509	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44
14	64.5	68.2	68.6	40	87	187	Rumrill Blvd from Rd 20 to Brookside Dr		18,457	35	0.0%	98.0%	1.3%	0.7%	75.0%	10.0%	15.0%	4	Soft	50	0.5	44