



**City of Brentwood
Capital Improvement Program
2015/16-2019/20**

NEGATIVE DECLARATION

March 2015

INITIAL STUDY

March 2015

I. BACKGROUND

1. Project Title: City of Brentwood Capital Improvement Program 2015/16-2019/20
2. Lead Agency Name and Address: City of Brentwood
150 City Park Way
Brentwood, CA 94513
3. Contact Person and Phone Number: Debbie Hill
Associate Planner
City of Brentwood
(925) 516-5135
4. Project Location: City-wide, City of Brentwood
Contra Costa County
5. Project Sponsor's Name and Address: City of Brentwood
150 City Park Way
Brentwood, CA 94513
6. General Plan Designation: City-wide applicability
7. Zoning: City-wide applicability
8. Project Description Summary:

The proposed project is the City's Capital Improvement Program (CIP) for fiscal years 2015/16 to 2019/20, which identifies proposed capital improvements and preliminary budgets for projects throughout the City over a five-year period. Capital improvements include a range of public works and infrastructure projects to improve the quality of life for local residents and visitors. Proposed projects include: roadway improvements, parks and trails, water, wastewater, drainage and community facility improvements, plus development-funded improvements throughout the City of Brentwood.

9. Surrounding land uses and setting:

The projects included in the CIP are located within the urbanized area of the City of Brentwood. Surrounding land uses vary depending upon the individual project, but are typically commercial, residential or industrial in nature.

10. Other public agency required approvals:

Additional permits may be required from Federal, State, County and other agencies and organizations, depending on the type and location of an individual project included as part of the CIP.

II. SOURCES

The following documents are referenced information sources utilized by this analysis:

1. City of Brentwood. *2014 Brentwood General Plan Update EIR*. July 22, 2014.
2. City of Brentwood. *City of Brentwood General Plan*. June 2014.
3. City of Brentwood Capital Improvement Program 2015/16-2019/20, City of Brentwood, March 2015.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant” or “Less-Than-Significant With Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> None | | |

IV. DETERMINATION

On the basis of this initial study:

- I find that the Proposed Project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- I find that although the Proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the applicant. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the Proposed Project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

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

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

Signature

Debbie Hill
Associate Planner

Date

City of Brentwood
For

V. BACKGROUND AND INTRODUCTION

This Initial Study identifies and analyzes the potential environmental impacts of the proposed project. The information and analysis presented in this document is organized in accordance with the order of the CEQA checklist in Appendix G of the CEQA Guidelines. If the analysis provided in this document identifies potentially significant environmental effects resulting from the project, mitigation measures that should be applied to the project are prescribed.

The environmental setting and impact discussion for each section of this Initial Study have been largely based on information in the *2014 Brentwood General Plan Update EIR* document.

VI. PROJECT DESCRIPTION

The proposed project site is the City of Brentwood planning area that is located in the eastern portion of Contra Costa County. The Brentwood planning area includes approximately 30 square miles bounded by the City of Antioch to the west and northwest, the City of Oakley to the north and unincorporated Contra Costa County agricultural lands to the south and east (See Figure 1: Regional Location Map)

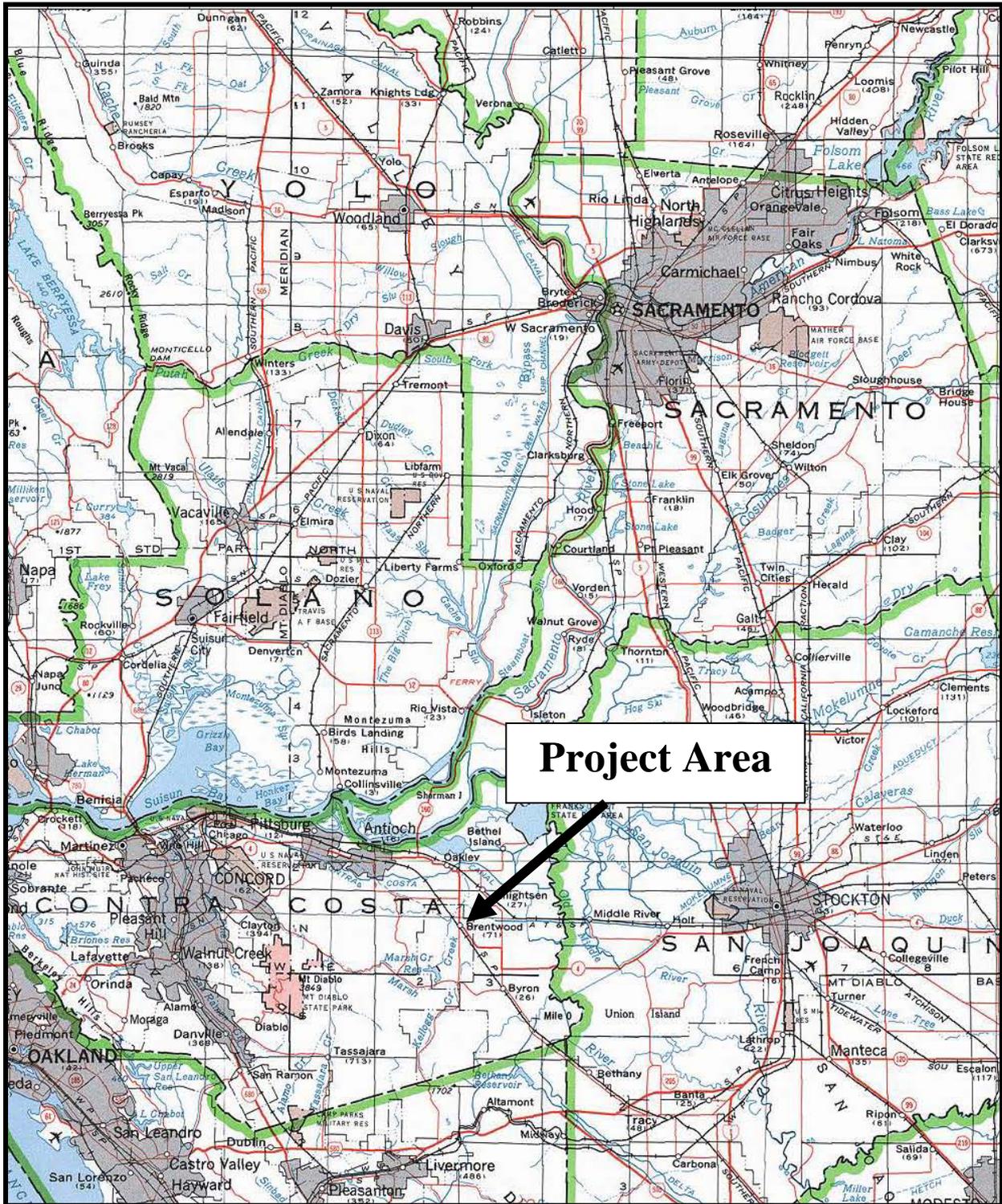
The City of Brentwood prepares a Capital Budget document that is different from the Operating Budget document, but the two budgets are closely linked. The CIP, as distinguished from the Operating Budget, is used as a planning tool by the City to identify the capital improvement needs consistent with the financing and timing of those needs in a way that assures the most responsible and efficient use of resources. The first year of the CIP is called the Capital Budget which consists of the planned expenditures for Fiscal Year 2015/16. The Capital Budget is part of the annual Operating Budget, which appropriates funds for specific programs and projects.

A capital project typically involves the purchase or construction of major fixed assets such as land, buildings and any permanent improvement including additions, replacements and major alterations having a long life expectancy. Additionally, capital projects may apply to: 1) expenditures which take place over two or more years and which require continuing appropriations beyond a single fiscal year; 2) systematic acquisitions over an extended period of time and 3) scheduled replacement or maintenance of specific elements of physical assets. Generally, only those items costing \$10,000 or more are considered as capital projects. For informational purposes, capital projects are also referred to as capital facilities, CIP projects and capital improvement projects.

The CIP is developed as a coordinated effort between the CIP Project Managers and the CIP Executive Committee. The CIP Project Managers submit projects to the Executive Committee based on perceived need and feasibility of the project. The CIP Executive Committee, made up of the City Manager, the Director of Public Works/City Engineer and the Director of Finance/Information Systems, evaluate the projects based on need and available funding. Some projects have specified funding sources, such as assessment districts or special fees and are, for the most part, recommended for funding without question. However, some projects may compete for limited fund dollars. These projects are prioritized by the Executive Committee. The list is then compared to available staffing and dollars and as many projects as feasibly possible are funded, either fully or partially, with any remaining projects designated as unfunded.

All submitted projects, whether funded or unfunded, are included in the CIP and recommended to the City Council for approval. City Council and citizen input on the proposed CIP is solicited by way of the CIP Workshop. The CIP document is then reviewed by the Planning Commission for determination of General Plan conformance. Finally, the draft document is presented to the City Council for review and public input prior to the City Council's final approval.

Figure 1: Regional Location Map



The CIP contains individual projects within the following general categories:

1. *Roadway Improvements*, including purchase of land for new roads and improvements to existing roads, such as road widenings, construction and/or realignment of roads, installation of and/or upgrades to traffic signals, sidewalk replacement, repaving and overlay of streets, roadway grade crossings, bridge crossings over creeks and related actions, including traffic calming. Major roadway improvements envisioned in the CIP include, but are not limited to: Brentwood Boulevard Widening North – Phase I, John Muir Parkway Extension/Foothill Drive – Phase I, and the Lone Tree Way – Union Pacific Undercrossing projects. (See Table 1 for a complete listing of Roadway Improvement projects.)
2. *Parks and Trail Improvements*, including purchase of land for new parks, development of new parks and improvements to existing parks, public art programs, and development of recreational trails within the community. These proposed improvements include, but are not limited to: Aquatic Complex Improvements, Empire Avenue Elementary School / Park – Phase II, and Trail Expansions and Improvements. (See Table 2 for a complete listing of Parks and Trails Improvement projects.)
3. *Water Improvements*, including purchase of right-of-way for new and upgraded water lines, construction and upgrading of water reservoirs, rehabilitation of existing water lines, and similar projects intended to improve the delivery of water and water pressure and to ensure drinking water quality standards continue to be achieved. Specific major water projects include, but are not limited to: Brentwood Boulevard Sewer and Water Main, Downtown Alley Rehabilitation, and Zone I Equalization Storage Reservoirs. (See Table 3 for a complete listing of Water Improvement projects.)
4. *Wastewater Improvements*, including upgraded wastewater rehabilitation, development of a recycled water program to reduce the need for potable water, and expansions and upgrades of the City’s wastewater treatment plant. Specific wastewater improvement projects include, but are not limited to: City Wide Wastewater Rehabilitation, Non-Potable Water Distribution System – Phase III, and the Wastewater Treatment Plant Expansion – Phase II. (See Table 4 for a complete listing of wastewater improvement projects.)
5. *Community Facilities Improvements*, including new and upgraded public buildings and City facilities, such as a library relocation, new fire stations, improvements to City’s solid waste transfer station, upgrades to the City’s information technology, and updates to the City’s General Plan. These proposed improvements include, but are not limited to: the Police Department Dispatch Center, WiFi Program, and the Library Relocation – Phase II. (See Table 5 for a complete listing of Community Facilities Improvement projects.)

6. *Development Improvements* consist primarily of road, water, sewer and drainage and similar improvements that are anticipated to be made by private developers and dedicated to the City. Specific projects included are the Balfour Road Widening – West, Empire Avenue Extension North – Phase II, and San Jose Avenue Extension – Phase II. (See Table 6 for a complete listing of Development Improvement projects.)

Tables 1-6 present a summary of the City’s proposed projects by CIP category. The City staff and Brentwood City Council shall review the proposed list of projects annually. Although changes to the list of projects may occur, the projects listed are considered to commence within the five-year timeframe. A more complete description of these proposed projects are available at the City of Brentwood Public Works Department, 150 Oak Street, Brentwood, during normal business hours.

The Council approval of the five-year CIP does not constitute an appropriation of funds to the specific project(s). Projects are funded as a result of budget approval or specific allocation of funds by the City Council. In addition, some projects may proceed as a result of grant approval of funding from other sources (development, County, State, or Federal).

As the City obtains more specific information through specific design processes and individual project initiation, additional environmental reviews, if required, would occur for each individual project contained within the CIP.

VII. ENVIRONMENTAL CHECKLIST

The following Checklist contains the environmental checklist form presented in Appendix G of the CEQA Guidelines. The checklist form is used to describe the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist. Included in each discussion are project-specific mitigation measures recommended, as appropriate, as part of the proposed project.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which mitigation has not been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less-Than-Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA relative to existing standards.

No Impact: The project would not have any impact.

Table 1

<p style="text-align: center;">Roadway Improvements - Fund 336 Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
57	31600	Brentwood Boulevard/Guthrie Lane Traffic Signal	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000
59	31620	Brentwood Boulevard Widening North - Phase I	230,000	214,874	1,355,000	5,050,000	-	-	6,849,874
61		Brentwood Boulevard Widening North - Phase II	-	-	-	120,000	220,000	7,860,000	8,200,000
63		Brentwood Boulevard Widening North - Phase III	-	-	-	-	-	13,900,000	13,900,000
65	31610	Brentwood Boulevard Widening - South	-	-	-	-	-	5,075,000	5,075,000
67	31630	Citywide Overhead Utility Replacement	10,000	450,000	1,270,000	-	-	-	1,730,000
69	30850	Citywide Sidewalk Replacement	414,919	65,238	67,195	69,211	71,287	73,426	761,276
71	31500	Citywide Traffic Signal Interconnect Program	340,000	134,000	-	-	-	-	474,000
73	39030	Harvest Park Basin	79,434	-	440,566	-	-	-	520,000
75	31640	John Muir Parkway Extension/Foothill Drive - Phase I	1,316,695	193,305	-	-	-	3,200,000	4,710,000
77	31683	John Muir Parkway Extension - Phase II	361,250	3,550,000	-	-	-	-	3,911,250
79	31690	LED Street Light Conversion - Phase II	-	1,486	-	268,514	-	-	270,000
81	31340	Lone Tree Way - Union Pacific Undercrossing	2,991,050	588,416	984,753	4,750,000	4,750,000	7,176,290	21,240,509
83	31692	Mokelumne Trail Overcrossing Bridge Enhancement	100,000	200,000	-	-	-	-	300,000
85		Oak Street and Garin Parkway Signal Installation	-	-	-	-	300,000	-	300,000
87	30835	Pavement Management Program - 2015	1,220,000	66,012	-	-	-	-	1,286,012
89		Pavement Management Program - 2016	-	1,269,796	1,307,890	1,347,127	1,387,541	1,429,167	6,741,521
91	31470	Roadway Signing and Striping	201,883	31,855	32,810	33,795	34,089	35,853	370,285
93	31320	Signal Modifications and Upgrades	447,300	67,000	67,000	67,000	67,000	67,000	782,300
95	31360	Traffic Calming Installations	287,337	61,500	15,000	15,000	15,000	15,000	408,837
TOTAL			\$ 7,999,868	\$ 6,893,482	\$ 5,540,214	\$ 11,720,647	\$ 7,144,917	\$ 38,831,736	\$ 78,130,864

Table 2

<p style="text-align: center;">Parks and Trails Improvements - Fund 352 Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
101	52401	Agricultural Park and History Center	\$ 1,126,716	\$ 185,284	\$ -	\$ -	\$ -	\$ -	\$ 1,312,000
103		Appaloosa Park Playground Replacement	-	100,000	-	-	-	-	100,000
105	52403	Aquatic Complex Improvements	615,500	33,286	121,714	225,000	150,000	300,000	1,445,500
107		CCWD Trail	-	-	-	161,283	-	-	161,283
109	52417	Citywide Landscape Improvements	19,260	-	165,000	684,000	271,000	891,000	2,030,260
111		Creekside Park Playground Replacement	-	-	200,000	-	-	-	200,000
113		Empire Avenue Elementary School/Park - Phase II	-	-	745,396	-	-	-	745,396
115		Joint Use Sport Fields - LUHSD	-	371,598	1,128,402	10,000,000	-	-	11,500,000
117		Loma Vista Park Playground Replacement	-	-	-	262,000	-	-	262,000
119		Palomino Park Playground Replacement	-	100,000	-	-	-	-	100,000
121	52400	Park Improvements	204,958	41,200	72,800	40,000	78,000	20,000	456,958
123		Sand Creek Park - Phase II	-	-	50,000	250,000	3,256,000	-	3,556,000
125	52412	Soundwall Repairs and Renovations	122,252	25,000	25,000	25,000	25,000	25,000	247,252
127		Sunset Park Sport Fields Upgrade	-	-	-	-	-	3,698,864	3,698,864
129		Trail Connection and Landscape	-	-	300,000	300,000	300,000	-	900,000
131	52120	Trail Expansions and Improvements	143,561	27,785	273,715	80,950	131,000	267,000	924,011
133	52413	Trail Pavement Management	189,820	80,000	35,500	51,000	50,000	31,200	437,520
135	52320	Tree Reforestation	374,884	20,000	20,000	20,000	20,000	20,000	474,884
137		Windsor Way Park Expansion	-	-	127,437	-	-	-	127,437
139		Windsor Way Park Playground Replacement	-	-	-	-	-	182,500	182,500
TOTAL			\$ 2,796,951	\$ 984,153	\$ 3,264,964	\$ 12,099,233	\$ 4,281,000	\$ 5,435,564	\$ 28,861,865

Table 3

<p style="text-align: center;">Water Improvements - Fund 562 Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
145	56392	Brentwood Boulevard Sewer and Water Main	\$ -	\$ -	\$ 130,000	\$ 1,700,000	\$ 820,000	\$ -	\$ 2,650,000
147	56394	BWTP Maintenance and Capital Upgrades	138,000	685,000	765,000	120,000	119,000	82,000	1,909,000
149		Downtown Alley Rehabilitation	-	-	500,000	500,000	500,000	500,000	2,000,000
151	56393	Parkway Rehabilitation	-	500,000	-	-	-	-	500,000
153	56396	Permanent Long-Term Water Conveyance	-	3,341,240	1,676,420	1,683,670	2,169,420	3,097,200	11,967,950
155	56381	RBWTP Maintenance and Capital Upgrades	512,685	169,000	164,000	56,000	60,000	63,000	1,024,685
157		Sensus AMR System Upgrade	-	150,000	175,000	175,000	175,000	175,000	850,000
159	56320	Underground Water System Corrosion Mitigation	111,859	20,141	-	68,000	-	-	200,000
161		Water Distribution System Blending Facility	-	-	-	4,500,000	-	-	4,500,000
163	56210	Water Distribution System Rehabilitation	630,066	50,000	50,000	50,000	50,000	50,000	880,066
165	56395	Well Sites and Pump Stations Painting and Recoating	30,000	30,000	-	-	-	-	60,000
167	56380	Zone I Equalization Storage Reservoirs	9,903	2,702	-	-	5,000,000	-	5,012,605
TOTAL			\$ 1,432,513	\$ 4,948,083	\$ 3,460,420	\$ 8,852,670	\$ 8,893,420	\$ 3,967,200	\$ 31,554,306

Table 4

<p style="text-align: center;">Wastewater Improvements - Fund 592 Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
173		Apple Hill Drive Sewer Diversion	\$ -	\$ -	\$ -	\$ -	\$ 80,000	\$ 420,000	\$ 500,000
175	59080	Citywide Wastewater Rehabilitation	552,226	519,190	218,463	224,826	231,379	238,129	1,984,213
177		Marsh Creek Sewer Constriction Upgrade	-	-	-	50,000	325,000	-	375,000
179		Neroly Road Non-Potable Water Conversion	-	-	-	270,000	270,000	270,000	810,000
181	59198	Non-Potable Storage Facility	65,000	3,565,000	1,400,000	920,000	3,200,000	-	9,150,000
183	59170	Non-Potable Water Distribution System - Phase III	6,000	2,504,000	3,000,000	4,500,000	4,493,200	-	14,503,200
185	59197	Wastewater Treatment Plant Belt Filter Press	3,496	746,504	-	-	-	-	750,000
187		Wastewater Treatment Plant Chemical Storage Corrosion Control	-	107,800	-	-	-	-	107,800
189	59200	Wastewater Treatment Plant Effluent Chloride Compliance	1,510,000	2,095,000	235,000	160,000	-	-	4,000,000
191	59140	Wastewater Treatment Plant Expansion - Phase II	343,000	2,495,000	19,945,000	9,497,000	20,000	-	32,300,000
193	59180	Wastewater Treatment Plant - Solids System Expansion	42,000	2,862,000	1,529,218	-	-	-	4,433,218
TOTAL			\$ 2,521,722	\$ 14,894,494	\$ 26,327,681	\$ 15,621,826	\$ 8,619,579	\$ 928,129	\$ 68,913,431

Table 5

<p align="center">Community Facilities Improvements - Fund 337 Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
199		Agenda Management System	\$ -	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ 30,000
201		City Fiber Optic Connection	-	100,000	200,000	200,000	200,000	-	700,000
203		City Hall Automatic Transfer Switch	-	-	215,000	-	-	-	215,000
205	37226	City Phone System Upgrade	-	400,000	-	-	-	-	400,000
207	37225	City Photovoltaic (Solar) System	3,000,000	2,000,000	-	-	-	-	5,000,000
209	37207	Citywide Sign/Identification Program	26,181	103,819	-	-	-	-	130,000
211		Corporation Yard Wash Pad	-	48,500	-	-	-	-	48,500
213	37197	Development Services Software	403,438	46,562	-	-	-	-	450,000
215		Fiber Optic Link - Phase III	-	-	-	-	110,000	340,000	450,000
217	31140	Financial Software	1,482,220	117,780	-	-	-	-	1,600,000
219	37030	Fire Station #53 (Shady Willow)	697,397	3,500,000	367,003	-	-	-	4,564,400
221	37100	Fire Station #54 (Replace DT)	-	462,000	523,000	625,000	1,100,000	1,790,000	4,500,000
223	37220	General Plan Update	750,000	50,000	-	-	-	-	800,000
225	30980	Information Systems	1,043,304	-	50,000	100,000	100,000	100,000	1,393,304
227	37222	Library Relocation - Phase II	125,000	145,000	-	-	14,357,528	-	14,627,528
229	37206	Maintenance Service Center - Phase II	128,252	776,228	4,500,000	-	-	7,000,000	12,404,480
231		PEG Cable TV Access	-	-	-	-	-	800,000	800,000
233	37229	Police Building HVAC Control Upgrade	25,000	20,000	-	-	-	-	45,000
235	37219	Police Building Improvements	92,000	113,000	-	-	-	-	205,000
237		Police Department Dispatch Center	-	1,720,694	-	-	-	-	1,720,694
239	54020	Solid Waste Transfer Station Expansion	11,333,003	125,000	-	-	-	-	11,458,003
241		Surveillance Camera and Storage System Upgrade	-	140,000	100,000	-	-	-	240,000
243	37231	Vineyards at Marsh Creek - Event Center/Amphitheater	30,000	414,862	1,447,182	1,722,431	-	-	3,614,475
245		Virtual Desktop Infrastructure (VDI)	-	50,000	-	-	-	-	50,000
247		WiFi Program - Phase II	-	100,000	-	-	-	-	100,000
249	37228	Zoning Ordinance Update	-	100,000	100,000	-	-	-	200,000
TOTAL			\$ 19,135,795	\$ 10,563,445	\$ 7,502,185	\$ 2,647,431	\$ 15,867,528	\$ 10,030,000	\$ 65,746,384

Table 6

<p style="text-align: center;">Development Improvements Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
257		Amber Lane Improvements - Phase II	\$ -	\$ -	\$ 1,113,250	\$ 841,250	\$ 63,400	\$ -	\$ 2,017,900
259		American Avenue Extension	-	-	-	-	-	9,800,000	9,800,000
261		Anderson Lane Widening	770,732	-	1,233,600	22,500	1,256,100	-	3,282,932
263		Armstrong Road Extension	1,104,190	1,324,584	-	-	-	-	2,428,774
265		Armstrong Road Extension (West)	-	-	-	-	710,465	687,726	1,398,191
267		Balfour Road Widening - West	-	-	-	-	-	15,141,000	15,141,000
269		Bridle Gate Drive Improvements	-	-	-	415,000	2,676,000	-	3,091,000
271		Central Blvd and Dainty Ave Intersection Improvements	-	-	727,160	-	-	-	727,160
273		Central Boulevard Widening - Phase I	2,148,831	246,042	-	-	-	-	2,394,873
275		Dainty Avenue Improvements	104,757	-	304,843	283,568	-	-	693,168
277		Discovery Builders - Portofino Neighborhood Parks	-	1,564,621	-	-	-	-	1,564,621
279		Empire Avenue Extension North - Phase II	295,084	-	909,915	1,686,075	-	-	2,891,074
281		Empire Avenue Extension South - Phase III	928,129	-	2,555,656	-	-	-	3,483,785
283		Fairview Avenue Improvements - Phase VII	362,064	-	-	-	-	783,705	1,145,769
285		Fairview Avenue Improvements - Phase VIII	-	-	-	-	644,353	227,418	871,771
287		Garin Parkway Improvements - Phase II	4,414,329	-	946,853	-	-	-	5,361,182
289		Griffith Lane Improvements/Widening	80,419	162,277	1,126,721	-	-	-	1,369,417
291		Heidorn Ranch Road - Phase II	-	-	3,031,000	2,976,000	2,976,000	-	8,983,000
293		John Muir Parkway Widening	-	-	617,682	617,682	-	-	1,235,364
295		Lone Tree Way Sewer Interceptor	-	-	-	-	200,000	1,150,000	1,350,000
297		Lone Tree Way Widening	2,668,000	-	1,148,100	-	-	-	3,816,100
299		Lone Tree Way Widening - Brentwood Boulevard	70,783	599,217	670,000	3,050,000	5,060,000	6,530,000	15,980,000
		Sub-Total	\$ 12,947,318	\$ 3,896,741	\$ 14,384,780	\$ 9,892,075	\$ 13,586,318	\$ 34,319,849	\$ 89,027,081

Table 6 (Continued)

<p style="text-align: center;">Development Improvements Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
301		Marsh Creek Road Widening	\$ -	\$ -	\$ 6,072,000	\$ 3,702,000	\$ -	\$ -	\$ 9,774,000
303		McClarren Road Widening	183,870	424,221	799,308	-	-	-	1,407,399
305		Minnesota Avenue Realignment	222,415	-	-	-	1,199,160	354,248	1,775,823
307		Minnesota Avenue Widening	-	-	-	-	384,962	383,901	768,863
309		Northeast Annexation Infrastructure	-	-	-	-	3,286,865	3,286,865	6,573,730
311		O'Hara Avenue Improvements	-	-	-	-	-	2,150,067	2,150,067
313		O'Hara Avenue Widening	4,500,000	-	-	-	-	1,263,600	5,763,600
315		Pinn Bros. - Palmilla Neighborhood Parks	-	2,817,953	-	-	-	-	2,817,953
317		San Jose Avenue Extension - Phase II	-	1,610,885	853,412	-	-	-	2,464,297
319		Sand Creek Road Extension - West of State Route 4	-	3,997,500	2,557,500	-	-	-	6,555,000
321		Sand Creek Road Improvements - Phase I	5,801,228	375,704	-	-	-	-	6,176,932
323		Sand Creek Road Improvements - Phase II	-	-	-	-	-	3,497,921	3,497,921
325		Sellers Avenue Widening	-	-	-	1,521,326	438,687	-	1,960,013
327		Sellers Avenue Widening - Phase II	-	-	3,903,143	3,903,143	3,853,143	-	11,659,429
329		Sellers Avenue Widening - Phase III	-	-	1,611,713	1,611,713	1,561,713	-	4,785,139
331		Shady Willow Lane Extension - Phase II	5,406,045	-	-	-	-	678,038	6,084,083
333		Shady Willow Lane Widening	-	796,598	-	-	-	398,302	1,194,900
335		Standard Pacific - Barrington Neighborhood Parks	-	2,706,315	-	-	-	-	2,706,315
337		Sunset Road Widening - Phase II	-	-	-	-	-	1,382,400	1,382,400
339		Sycamore Avenue Improvements - Sellers Avenue	347,800	-	-	-	-	1,436,000	1,783,800
341		Tri Pointe Homes - Affordable Rental Units	-	257,500	257,500	-	-	-	515,000
343		Van Daele Homes - Affordable Rental Units	-	257,500	257,500	-	-	-	515,000
Sub-Total			\$ 16,461,358	\$ 13,244,176	\$ 16,312,076	\$ 10,738,182	\$ 10,724,530	\$ 14,831,342	\$ 82,311,664

Table 6 (Continued)

<p style="text-align: center;">Development Improvements Summary of Proposed Improvements Fiscal Years 2015/16 - 2019/20</p>									
Page	Project #	Project	Prior	2015/16	2016/17	2017/18	2018/19	2019/20	Total Cost
345		Vineyards Irrigation Pump Stations	\$ -	\$ 1,142,442	\$ 1,469,060	\$ -	\$ -	\$ -	\$ 2,611,502
347		Walnut Boulevard Widening - North	137,144	252,680	513,019	-	-	-	902,843
349		West Coast Homes - Bridle Gate Neighborhood Park	-	1,326,000	-	-	-	-	1,326,000
Sub-Total			<u>\$ 137,144</u>	<u>\$ 2,721,122</u>	<u>\$ 1,982,079</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 4,840,345</u>
TOTAL			<u>\$ 29,545,820</u>	<u>\$ 19,862,039</u>	<u>\$ 32,678,935</u>	<u>\$ 20,630,257</u>	<u>\$ 24,310,848</u>	<u>\$ 49,151,191</u>	<u>\$ 176,179,090</u>

Issues	Potentially Significant Impact	Less-than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. AESTHETICS.				
<i>Would the project:</i>				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or night-time views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b,c. The development of 2015/16-2019/20 CIP projects would include roadway improvements, parks, and trails that increase access to scenic vistas. Proposed infrastructure improvements to water and wastewater projects would typically affect underground facilities and not impact scenic resources. Proposed projects, including construction of above ground facilities, would be subject to further environmental review. In addition, major community facilities, such as fire stations, would be subject to design review applications approved by the Brentwood Planning Commission and/or City Council. Therefore, the impact would be *less-than-significant* to aesthetics.
- d. Projects including minor additions to existing facilities or underground utility lines would cause minimal increase to light and glare. However, future CIP projects that result in new sources of light and glare and potential impacts to surrounding properties would be subject to specific project related mitigation measures. Therefore, the increase in light and glare would be considered a *less-than-significant* impact.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
II. AGRICULTURE AND FOREST RESOURCES.					
<p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1977) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></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?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	✘	<input type="checkbox"/>
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	✘

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b,e. The proposed 2015/16-2019/20 CIP includes several projects that would result in minimal impact to the loss of Prime Farmland, conflicts with agricultural zoning, or convert farmland to a non-agricultural use. However, major facilities and improvements, including the fire stations, parks, and roads, could convert existing Prime, Unique, or Statewide Importance Farmland to non-agricultural uses. Urbanization of prime agricultural soils is considered a significant and unavoidable impact in the General Plan EIR, and policies and actions were adopted to mitigate this impact to the greatest extent feasible as part of the 2014 Brentwood General Plan Update EIR. Projects potentially impacting farmland are subject to the City’s agricultural land mitigation policies including the granting of farmland conservation easements and payment of in lieu fees to offset the cost of purchasing farmland conservation easements. The City has no forest land which could be converted to non-forest use. However, loss of Prime Farmlands, conflicts with agricultural zoning, and conversion of Prime Farmland to non-agricultural use would be a *less-than-significant* impact.
- c.d. The proposed 2015/16-2019/20 CIP includes many projects within the City of Brentwood, however, the City itself does not contain any forest or timber land which would be converted to non-forest or non-timber land uses. Therefore, *no impact* to forest land or timber land would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
III. AIR QUALITY.				
<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.</i>				
<i>Would the project:</i>				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a. CEQA requires lead agencies to determine whether a project is consistent with all applicable air quality plans. The Bay Area Air Quality Management District (BAAQMD) most current plan is the 2010 Clean Air Plan. The primary goals of the 2010 Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health in the Bay Area, and reduce greenhouse gas emissions and protect the climate. The 2010 Clean Air Plan contains a number of control measures designed to protect the climate and promote mixed use, compact development to reduce vehicle emissions and exposure to pollutants from stationary and mobile sources. The General Plan contains an extensive list of policies and actions that are specifically aimed at improving air quality and are consistent with the intent of the control measures, and cover the full breadth of air quality issues as recommended in the 2010 Clean Air Plan.

CIP trail projects would provide alternatives to automobile travel and reduce transportation emissions. In addition, landscape improvements including the planting of trees and vegetation would serve to reduce air pollutants such as carbon monoxide.

The proposed CIP is consistent with the adopted City of Brentwood General Plan. The *2014 Brentwood General Plan Update EIR* analyzed the consistency of the updated General Plan with the current Clean Air Plan and found that, with appropriate mitigation, the updated General Plan would be consistent with the Clean Air Plan. Therefore, the project would have a ***less-than-significant*** air quality impact related to inconsistency with the regional air quality plan.

- b. Construction of the CIP improvements could violate air quality standards. Two potential impacts are identified as short-term construction and long-term operation air quality impacts.

Short-term Construction Impacts

Projects including construction activities such as earthmoving, excavation and grading operations, construction vehicle traffic, and wind generated fugitive particulate matter would generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. The effects of construction activities would include an increase in fugitive dust and elevated particulate matter downwind of construction activity. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have the potential to increase particulate matter levels, appropriate measures would be required to ensure that impacts are reduced to a ***less-than-significant*** level.

Long-term Operation Impacts

Roadway improvements and alterations would change traffic circulation of the local street network. However, project related emissions from vehicle routes are anticipated to be below thresholds of significance from major pollutants.

Greenhouse Gases (GHG) are those that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth's temperature. However, scientists also believe that the combustion of fossil fuels (coal, petroleum, natural gas, etc.) for human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which is the accepted explanation for Global Climate Change (GCC).

The scientific community has largely agreed that the earth is warming, and that humans are contributing to that change. However, the earth's climate is composed of many complex mechanisms, including: ocean currents, cloud cover, as well as the jet-stream and other pressure/temperature weather guiding systems. These systems are in turn influenced by changes in ocean salinity, changes in the evapotranspiration of vegetation, the reflectivity (albedo) of groundcover, as well as numerous other factors. Some changes have the potential to reduce climate change, while others could form a feedback mechanism that would speed the warming process beyond what is currently projected. The climate system is inherently dynamic; however, the overall trend is towards a gradually warming planet.

Future CIP projects would be subject to further environmental review, which would determine potential impacts resulting from operation of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts related to air quality, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

Conclusion

Construction and earth moving activities would generate fugitive dust and exhaust emissions. In addition, increased traffic would increase major pollutants and GHGs. However, individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to air quality, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

- c. Several CIP projects would assist in supporting development anticipated in the Brentwood General Plan. Future CIP projects would be subject to further environmental review, which would determine potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Air quality impacts could be mitigated to a less-than-significant level by complying with goals and policies contained in the General Plan, and adhering with local zoning requirements, the State Building Code, and the Brentwood Zoning Ordinance. Therefore, with further environmental review, cumulative air pollutants would be a *less-than-significant* impact.
- d. During construction of CIP projects, the operation of equipment and vehicles used for construction would emit hydrocarbons, oxides of nitrogen, carbon monoxide, and particulate matter (consisting of windblown dust and diesel particulate). Emissions would affect both local and regional air quality. Without control measures, emissions would result in a potentially significant impact to health. Proposed CIP projects located adjacent to residences would require necessary mitigation to minimize the temporary air quality impacts from construction. Clearing and earth-moving activities would comprise the major source of construction dust and diesel emissions and projects would be required to implement control measures for controlling emissions from construction activities. Therefore, with implementation of mitigation measures, a *less-than-significant* impact to air quality would occur.
- e. At this time CIP projects are not anticipated to produce a prolonged source of odors. However, construction-related diesel emissions and construction of wastewater improvements could release temporary odors. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts from odors, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES.				
<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 Game or U.S. Fish and Wildlife Service?			
b.			✘	
	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			
c.			✘	
	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			
d.			✘	
	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			
e.			✘	
	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			
f.			✘	
	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			

Discussion

- a,d. A majority of the CIP projects are located in urbanized areas and are minor improvements. However, a number of projects, primarily new roads, trails, new parks, and new drainage facilities could impact wetland or upland special-status species or wildlife. In addition, new or extended roadways and waterlines could impact wetland resources. Impacts to biological resources from proposed CIP projects would require appropriate individual environmental reviews conducted prior to each project's approval and for those projects that are determined to have potential impacts, appropriate mitigation measures will be required. Overall, impacts to sensitive biological species are anticipated to be *less-than-significant*.
- b, c. The City of Brentwood 2014 Brentwood General Plan Update EIR indicates there are 35.01 acres of riverine habitat. However, CIP projects are anticipated to impact nearby creeks, riparian habitat and wetlands. Future CIP projects would be subject to further environmental review, which would determine the necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to creeks and riparian habitat, appropriate measures will be required to ensure that implementation of project specific mitigation would result in a *less-than-significant* impact to creeks and riparian habitat.
- e, f. The City of Brentwood approved the HCP/NCCP and authorized execution of the Implementation Agreement and Joint Exercise of Powers Agreement on January 22, 2007 (Resolution No. 12-07). The U.S. Fish and Wildlife Service signed the Federal permit for the HCP/NCCP on July 25, 2007, and the California Department of Fish and Game signed the State permit for the HCP/NCCP on August 6, 2007. Therefore, East Contra Costa County has an officially approved HCP/NCCP as of August 6, 2007. In compliance with HCP implementation, the City of Brentwood adopted Fee Resolution No. 2007-234 on October 9, 2007, and City Ordinance No. 850 on November 13, 2007. Future CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary HCP fees and mitigation measures. Individual projects would be reviewed on a case-by-case basis, and for those that are determined to have potential impacts to the habitats in the planning area or conflict with the HCP, appropriate measures and fees would be required to ensure a reduction of impacts to a *less-than-significant* level.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. CULTURAL RESOURCES.				
<i>Would the project:</i>				
a. Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a-d. The City of Brentwood *2014 Brentwood General Plan Update EIR* states that 77 historical and archaeological resources have been recorded within the Planning Area. It has been generally held that prehistoric Native American sites are most likely to occur where several environmental factors combine to provide readily available resources, such as at the interface between valley and hills. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have a potential impact to cultural or historic resources, appropriate measures will be required to ensure that impacts are reduced to a *less-than-significant* level.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact		
VI. GEOLOGY AND SOILS.						
<i>Would the project:</i>						
a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
	i.	Rupture of a known earthquake fault, as delineated on the most recent Alquist - Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Result in substantial soil erosion or the loss of topsoil?					
			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
c.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?					
			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1B of the Uniform Building Code (1994), creating substantial risks to life or property?					
			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?					
			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. The 2014 Brentwood General Plan Update EIR identified no active faults within the Planning Area. However, there are numerous active faults located in the regional vicinity. The Brentwood planning area is not within the boundaries of an Alquist-Priolo

Earthquake Fault Zone. However, the City Planning Area is subject to seismic activity from a number of local and regional earthquake faults, including the Greenville-Marsh Creek fault approximately eight miles to the south/southwest, the Concord-Green Valley Fault approximately 15 miles to the west, and the Calaveras fault approximately 17 miles to the southwest, which are delineated as Alquist-Priolo Fault Zones. There are also four other major faults delineated as Alquist-Priolo Fault Zones in the region between 30 and 50 miles from Brentwood including the Hayward fault, West Napa fault, Rodgers Creek fault, and the San Andreas fault. While there are no known active faults located within the City of Brentwood, the area could experience considerable ground shaking generated by faults outside Brentwood. Future CIP projects would be subject to further environmental review, which would determine the potential impacts from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. At this time major CIP projects are anticipated to obtain geotechnical analyses per standard City requirements and to follow site-specific construction recommendations to ensure a *less-than-significant* impact.

- b. The *2014 Brentwood General Plan Update EIR* identifies the Brentwood Planning area as characterized by the relatively flat terrain typical of the Central Valley with soil erosion potential being considered moderately low to moderate. However, because construction activities include excavation and grading operations, which would relocate topsoil and break the soil into easily transported particles, earth surfaces would be susceptible to erosion from wind and water. Therefore, future CIP projects would be subject to further environmental review, which would determine the potential impacts from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Individual projects would be reviewed on a case-by-case basis, and for those projects that are determined to have a potential impact to soil erosion resulting from grading and excavation of the CIP project areas, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.
- c, d. Expansive soils shrink/swell when subjected to moisture fluctuations, which can cause heaving and cracking of slabs on grade, pavements, and structures founded on shallow foundations. Future CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. However, the CIP projects are anticipated to result in impacts from expansive soils or similar hazards. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to potential lateral spreading, liquefaction, landslip or collapse, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.
- e. Proposed CIP projects do not include use of septic systems. Therefore, *no impact* is anticipated with regard to septic tanks.

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

Discussion

a,b. Greenhouse Gases (GHG) are those that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth’s temperature. Without natural GHG scientists estimate that the Earth’s surface would be about 61 degrees cooler. However, it is also believed that the combustion of fossil fuels (coal, petroleum, natural gas, etc.) for human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations. The increase in atmospheric concentrations of GHG has resulted in more heat being held within the atmosphere, which is the accepted explanation for Global Climate Change (GCC).

Given the overwhelming scope of GCC, no project alone would contribute to a noticeable incremental change to the GCC. However, legislation and executive orders on the subject of climate change in California have established a statewide context for GHG emissions, and an enforceable statewide cap on GHG and GCC. CEQA requires that the cumulative impacts of GHG, even additions that are relatively small on a global basis, need to be considered. Because of the cumulative nature of the GCC problem, even relatively small contributions may be potentially considerable and, therefore, significant.

Because construction-related emissions would be finite and below the minimum standard for reporting requirements under AB 32, the proposed project GHG emissions are not considered a significant contribution to the cumulative global impact. Therefore, this impact would be less than significant. For the purpose of this analysis, if the proposed project would substantially conflict with the GHG reduction goals mandated in AB 32, this impact would be significant.

Construction activities associated with CIP projects would occur over short periods of time. During these times, a net increase in the GHG emissions would likely result from the various construction activities association with the CIP projects. Construction-related GHG emissions would be associated with engine exhaust from trucks used at construction sites and the worker commute trips. Although any increases in GHG

emissions would add to the quantity of emissions that contribute to GCC, emission would occur over a short period of time and after project completion, all construction emissions would cease.

The most recent GHG analysis recommendations call for quantifying GHG emissions related to electricity generation and water conveyance resulting from project implementation. No additional electricity, water, or long-term emissions sources would be related to the proposed CIP budget, therefore no long-term effect on GHG levels would result from the project. However, individual CIP projects would need to be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to GHG levels, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact	
VIII. HAZARDS AND HAZARDOUS MATERIALS.					
<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	For a project located 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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,c. The majority of proposed CIP projects would not entail the routine transport or disposal of hazardous materials. A small number of projects could use potentially hazardous materials; however, the CIP projects anticipated to result in potential impacts from transporting hazardous materials would be required to comply, with local, State, and Federal safety standards. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts while transporting hazardous materials, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.
- b. Proposed CIP projects, with the exceptions of those related to water and wastewater improvements, do not involve processes in which accidental releases of hazardous materials would occur. Future proposed water and wastewater improvements would be subject to further environmental review, which would determine the potential impacts resulting from each individual CIP project, as well as necessary mitigation measures to minimize adverse impacts to a *less-than-significant* level.
- d. The State of California Department of Toxic Substances Control (DTSC) Envirostor Data Management System database provides information on hazardous waste facilities. There are 18 locations with a Brentwood address listed in the database. Thirteen sites are listed as school investigation sites with no action required, one site is a certified school cleanup site, one site is an inactive school cleanup site, two sites were referred to the RWQCB, and one site is a voluntary cleanup site that has land use restrictions. The Brentwood Gun Club had a trap and skeet field, rifle and pistol ranges, and an air gun range. Prior to that, the property was used as a sanitary landfill. Contra Costa County acquired the property in August 1999 in preparation for the construction of the State Route 4 Bypass through the site. A Voluntary Cleanup Agreement was signed on August 18, 2004 with the Bypass Authority. A Removal Action Workplan was prepared to evaluate cleanup alternatives and reviewed in 2006. Therefore, with the cleanup of the former landfill, CIP projects would not be located on hazardous materials sites and a *less-than-significant* impact would occur.
- e. The planning area is not within a public airport land use plan or within two miles of an airport. Therefore, *no impact* would occur.
- f. The planning area is not within the vicinity of a private airstrip. Therefore, *no impact* would occur.

- g. Development of the CIP project sites would temporarily add construction vehicles to the surrounding roadway network. However, proposed roadway improvements are anticipated to have a beneficial impact by offering responding personnel additional routes throughout the City. Therefore, temporary construction vehicles would cause a *less-than-significant* impact to occur.
- h. Few of the proposed facilities would be located at the perimeter of the City. Further, most peripheral areas are developed or cultivated to minimize the possibility of wildland fire. Therefore, *no impact* would result.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.				
<i>Would the project:</i>				
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.f. Short-term grading and construction activities cause the exposure of bare soil and soil particles. Exposed soil is susceptible to wind and water erosion, which leads to sedimentation of the waters of the State. The State Water Resources Control Board and the Regional Water Quality Control Board consider sediment a pollutant. The above agencies have jurisdiction over the waters of the State and pollution of those State waters through the National Pollution Discharge Elimination System (NPDES) permits and the “C.3” stormwater provision for Contra Costa County. The City of Brentwood is responsible for ensuring compliance with the stormwater pollution control standards. Future CIP projects would be subject to further environmental review, which would determine potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to water quality and supply, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level. However, at this time the wastewater treatment plant is anticipated to comply with NPDES and C.3 discharge requirements and proposed surface drainage improvements would have a beneficial impact.
- b. The *2014 General Plan Update EIR* indicates that water is provided by the City of Brentwood and the primary water supply is treated surface water supplemented by groundwater. The *2014 General Plan Update EIR* suggests that, at build-out, Brentwood’s water demand is projected to be approximately 19.5 million gallons per day (MGD) by 2040. Available water supply is projected at 30 MGD at ultimate capacity, which is anticipated to meet the City’s demands through 2040. The CIP includes several improvements that would increase the water supply and improve quality. These water improvements include rehabilitation of the water distribution system and underground water system corrosion mitigation. Because the development of the CIP projects includes water infrastructure improvements, a *less-than-significant* impact to groundwater supplies and recharge is anticipated.
- c-e. Many of the proposed projects included in the CIP would involve minor additions to existing surface facilities (i.e., modification and upgrades of traffic signals at existing intersections and pavement management), or would be underground facilities such as water, sewer and/or drainage pipelines. Neither of these types of projects would contribute to flooding or increased stormwater runoff. For larger projects, such as construction of new roads, public buildings, parking lots, parks, and similar projects, grading plans would be prepared and reviewed by the City Engineer as part of final construction drawings and specifications to ensure that anticipated runoff would not exceed stormwater drainage system capacity. In addition, construction of proposed drainage facilities would improve existing drainage patterns and result in a beneficial impact. Therefore, a *less-than-significant* impact would occur.
- g-i. Future CIP projects would not involve the construction of new housing or impede flood flows. Therefore *no impact* would occur.
- j. Tsunamis are defined as sea waves created by undersea fault movement. A tsunami poses little danger away from shorelines; however, when it reaches the shoreline, a high

swell of water breaks and washes inland with great force. Waves may reach 50 feet in height on unprotected coasts. Historic records of the Bay Area indicate that since 1868 tsunami maximum wave height recorded at the Golden Gate tide gauge (where wave heights peak) was 7.4 feet. The available data indicate a standard decrease of original wave height from the Golden Gate to about half original wave height on the shoreline near Richmond, and to nil at the head of the Carquinez Strait. As Brentwood is several miles inland from the Carquinez Strait, the project site is not exposed to flooding risks from tsunamis and adverse impacts would not result.

A seiche is a long-wavelength, large-scale wave action set up in a closed body of water such as a lake or reservoir, whose destructive capacity is not as great as that of tsunamis. Seiches are known to have occurred during earthquakes, but none have been recorded in the Bay Area. In addition, CIP projects are not located near a closed body of water. Therefore, the project would not be impacted by seiches in the future.

Mudflows typically occur in mountainous or hilly terrain. Given the relatively flat existing and proposed topography of the City of Brentwood and the minimal threat of tsunamis and seiches, ***no impact*** would occur.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. LAND USE AND PLANNING.				
<i>Would the project:</i>				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating on environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The proposed CIP roadway projects include improvement, extension, and/or widening of existing roadways. All other projects listed in the CIP would not physically divide an existing community. Future roadway CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. However, at this time the roadway CIP projects are not anticipated to result in impacts that could physically divide a community. Individual projects would be reviewed on a case-by-case basis, and for those that are determined to have potential impacts to communities, appropriate measures would be required to ensure that impacts are reduced to a less-than-significant level. Therefore, the proposed projects would help to reintegrate the community with appropriate mitigation, resulting in a *less-than-significant* impact.
- b. The CIP is consistent with the City’s General Plan goals, policies, and objectives. Therefore, *no impact* would result from the implementation of the 2015/16-2019/20 CIP.
- c. The City of Brentwood approved the HCP/NCCP and authorized execution of the Implementation Agreement and Joint Exercise of Powers Agreement on January 22, 2007 (Resolution No. 12-07). The U.S. Fish and Wildlife Service signed the Federal permit for the HCP/NCCP on July 25, 2007, and the California Department of Fish and Game signed the State permit for the HCP/NCCP on August 6, 2007. Therefore, East Contra Costa County has an officially approved HCP/NCCP as of August 6, 2007. In compliance with HCP implementation, the City of Brentwood adopted Fee Resolution No. 2007-234 on October 9, 2007, and City Ordinance No. 850 on November 13, 2007. Future CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as

necessary HCP fees and mitigation measures. Individual projects would be reviewed on a case-by-case basis, and for those that are determined to have potential impacts to the habitats in the planning area or conflict with the HCP, appropriate measures and fees would be required to ensure a reduction of impacts to a *less-than-significant* level.

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

Discussion

- a,b. The Brentwood 2014 *General Plan Update EIR* identifies sand, gravel, coal, oil and gas, as the significant mineral resources within the area. Proposed CIP projects would not be expected to result in the loss of availability of a mineral resource. Therefore, a ***less-than-significant*** impact would occur.

Issues	Potentially Significant Impact	Less-Than- Significant With Mitigation Incorporated	Less-Than- Significant Impact	No Impact
<i>XII. NOISE.</i>				
<i>Would the project result in:</i>				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a,d. The City of Brentwood General Plan Noise Element sets forth land use compatibility criteria for various community noise levels. Ldn (Day-night level)/CNEL (Community Noise Equivalent Level) values are used to develop noise contours. Typically, Ldn and CNEL values are measured in increments of 5 dBA (decibels) with 55 Ldn being insignificant, and 65 Ldn and greater being termed significant exposure. According to the *2014 Brentwood General Plan Update EIR General Plan Update EIR*, Ldn or CNEL 65 has been established by HUD and used to identify compatible and noncompatible land uses, as residential development in areas located within 65 Ldn or greater are generally incompatible. For noise generated by transportation sources such as traffic, the Noise Element specifies that residential land uses are compatible with exterior noise levels of

up to 60 dB Ldn without the need for noise mitigation. The 60 dB Ldn noise level standard is considered an acceptable noise environment for residential outdoor activities.

Construction of roadway improvements, parks, trails, and other CIP facilities would increase noise levels on properties adjacent to proposed projects. Future CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to noise levels, appropriate measures will be required to ensure that impacts are reduced to a *less-than-significant* level.

- b. A few of the CIP projects are industrial activities that would generate groundborne vibrations. The industrial projects, such as municipal water and wastewater operations, that would result in a potentially significant impact would require a buffer from incompatible land uses. Future CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction and operation of individual CIP projects, as well as necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to vibration and construction noise levels, appropriate measures would be required to ensure that impacts are reduced. Therefore, the CIP projects would result in a *less-than-significant* impact.
- c. New roadways included in the proposed 2015/16-2019/20 CIP could result in a permanent increase in ambient noise levels. Future CIP projects would be subject to further environment review, which would determine the potential impacts resulting from construction and operation of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts.

Individual CIP projects would be reviewed on a case-by-case basis, and for those projects that are determined to have potential impacts to ambient noise levels, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

- e,f. The CIP project sites are not located near existing public or private airstrip. Therefore *no impact* would occur.

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

Discussion

- a. The City of Brentwood has experienced cyclical population growth over the past few decades. In the past, the community has experienced rapid residential growth; however, this growth has slowed over the last few years due to a national economic downturn. However, population forecasts prepared by the Association of Bay Area Governments (ABAG) as a part of *Building Momentum Projections and Priorities 2009* and more recently through the Plan Bay Area process indicate that anticipated population for the City is expected to increase. The CIP is a planned response to the growth projected in Brentwood’s General Plan. The program does not result in growth itself. Therefore, there would be ***no impact***.

- b,c. The proposed CIP projects would not result in the displacement of residential units. Therefore, ***no impact*** would result.

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

Discussion

- a. On September 12, 2002, the East Contra Costa Fire Protection District (ECCFPD) was created by the unification of the Bethel Island, East Diablo, and Oakley Fire Protection Districts. The new organization, governed by the Contra Costa County Board of Supervisors, was created in order to allow a more cost-effective application of existing resources to provide a higher level of fire protection and emergency medical response services to the area.

The ECCFPD operates five fire stations within its service area including Station 52 at John Muir Parkway, Station 54 at First Street, Station 59 in Discovery Bay, Station 93 in Oakley and Station 94 in Knightsen. Stations outside of Brentwood may also be called to respond to emergencies in Brentwood depending on the particular emergency event. The ECCFPD does not have a staffing standard, but strives to maintain a first-engine response time of five (5) minutes.

The Brentwood CIP contains several proposed projects that would serve to improve fire protection in the community, including upgraded water lines and water reservoirs to increase water quantity and pressure and improve roads to expedite emergency access to various portions of the community. Included in the roadway category is a proposed grade separation project that, when complete, would eliminate emergency vehicle conflicts with trains. In addition, two new fire stations are included in the Community Facility portion of the proposed CIP budget. Although future CIP projects may generate the need for

additional fire services, the new fire stations would generate adequate services for the planning area, resulting in a *less-than-significant* impact.

- b. The City of Brentwood Police Department provides law enforcement services to the planning area with one station located in Brentwood, at the southeast corner of Guthrie Lane and Brentwood Boulevard. The *2014 Brentwood General Plan Update EIR* identifies a policy to maintain sufficient personnel for officer/population ratio of 1.5 to 2.5 officers per 1,000 Brentwood residents.

Development of the CIP would serve to improve police protection service in the community, including improved roads to expedite emergency access to various portions of the community. Therefore, adoption of the CIP would increase service provision and result in a *less-than-significant* impact.

- c. The planning area is located within the boundaries of the Liberty Union High School District and the Brentwood Union School District. Proposed CIP projects would not include the construction of new residences that would generate new school-aged children. The CIP does include several projects to benefit the local school district, such as the Empire Avenue Elementary School / Park – Phase II. Therefore, implementation of the proposed project would result in *no impact* to schools.
- d. The CIP does not include any residential projects which would directly result in an increase in population thereby necessitating increased park acreage. The City General Plan includes a park acreage ratio of five acres of parkland per 1,000 population. Since the project will not result in an increase in population, *no impact* would occur.
- e. The City of Brentwood provides public facility maintenance, including roads, parks, street trees and other public facilities. CIP facilities, once constructed, would be built to City standards and would not require maintenance for a number of years. One of the proposed CIP projects is a pavement management program that would prioritize local roadways in need of maintenance. Therefore, *no impact* would occur.

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

Discussion

- a. The proposed 2015/16-2019/20 CIP projects would not include additional residential development, which would increase the need for parks and recreation service or cause substantial physical deterioration of any facilities. Therefore, ***no impact*** would result from the proposed CIP.
- b. The proposed 2015/16-2019/20 CIP projects include a number of projects involving park and recreational facilities and improvements, including Empire Avenue joint school and park facility and new community trails among others. Major CIP parks and facilities projects would be subject to further environmental review, which would determine the potential impacts resulting from the construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Individual CIP projects would be reviewed on a case-by-case basis and, for those projects that are determined to have a potential impact to recreation facilities, appropriate measures would be required to ensure that impacts are reduced to a ***less-than-significant*** level.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. TRANSPORTATION/CIRCULATION.				
<i>Would the project:</i>				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. The Circulation Element of the City’s General Plan describes the services, facilities and capital improvements that are needed to facilitate vehicle, pedestrian, transit, bicycle, and emergency transportation thereby considering all modes of transportation. Roadway

improvement CIP projects, such as the Brentwood Boulevard Widening projects would facilitate implementation and be consistent with the City's General Plan. Future CIP projects are anticipated to comply with the roadway designs reflected in the General Plan which has anticipated accommodation of all transportation types. Projects would be subject to further environmental review, which would ensure compliance with the City's General Plan, resulting in a *less-than-significant* impact.

- b. The county authority for congestion management is the Contra Costa Transportation Authority (CCTA). CCTA has designated a regional system of streets that has been determined critical to regional transportation in Contra Costa County and connectivity to neighboring counties. These Routes of Regional Significance include State Route 4, Balfour Road, Brentwood Boulevard, Deer Valley Road, Fairview Avenue, Lone Tree Way, Oak Street-Walnut Boulevard, Marsh Creek Road, Vasco Road, and Sand Creek Road (proposed designation in the future). CIP projects, such as the Brentwood Boulevard Widening projects and the Lone Tree Way - Union Pacific Undercrossing would facilitate traffic movements when complete. Projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts to both level of service standards and travel demand measures. However, at this time future CIP projects are not anticipated to conflict with the regional system thereby resulting in a *less-than-significant* impact.
- c. The proposed project would not require any changes to existing regional air traffic activity, and the project area is not located near an airport. Therefore, *no impact* would occur.
- d. Several of the proposed CIP projects include roadway improvements designed to reduce hazards due to undersized streets and similar conditions. Projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. However, at this time future CIP projects are anticipated to comply with City design standards and would result in a *less-than-significant* impact to safety hazards.
- e. Roadway improvement CIP projects, such as the Lone Tree Way – Union Pacific Railroad Undercrossing project in the northerly portion of Brentwood, would serve to improve emergency access. Future CIP projects would comply with City design standards and would result in a *less-than-significant* impact to emergency access.
- f. Individual CIP projects would require on-site parking, per the City's Zoning Ordinance. All CIP projects would be subject to further environmental review, which would determine the potential impacts resulting from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts. Future CIP projects would comply with City zoning standards and would result in a *less-than-significant* impact to parking capacity.
- g. The *City of Brentwood General Plan* clearly indicates the City's preference to accommodate all modes of transportation. Policy CIR 1-2 states the following: "Ensure

that the City’s circulation network is a well-connected system of streets, roads, highways, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.”

Future CIP projects would be subject to further environmental review, which would determine the potential impacts from construction of individual CIP projects as well as necessary mitigation measures to minimize adverse impacts to alternative transportation. Individual CIP projects would be reviewed on a case-by-case basis. For those projects determined to have potential impacts to adopted policies, plans, or programs supporting alternative transportation, appropriate measures will be required to ensure that impacts are reduced to a *less-than-significant* level.

Issues	Potentially Significant Impact	Less-Than-Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<i>XVII. UTILITIES AND SERVICE SYSTEMS.</i>				
<i>Would the project:</i>				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,c. The CIP is a planned response to the growth projected in Brentwood's General Plan. The proposed CIP itself does not result in growth. The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, require new water or wastewater facilities, or new storm drainage facilities. Therefore, ***no impact*** is anticipated.
- b. The 2015/16-2019/20 CIP includes the Wastewater Treatment Plant – Solids System Expansion project and other treatment projects. Individual projects would be subject to review on a case-by-case basis at the time of construction, and for those projects that are

determined to have potential impacts to wastewater generation, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

- d. The 2015/16-2019/20 CIP is an infrastructure and improvement response to projected growth in Brentwood's General Plan. Future CIP projects would increase the demand for water supplies, including construction of new neighborhood parks, fire stations, and other new landscaping. Requirements for additional water to serve these facilities are subject to further review at the time of actual construction. However, at this time all CIP projects are anticipated to have a **less-than-significant** impact to water supply service.
- e. A majority of future CIP projects would require minimal additional wastewater capacity. A few potential projects, such as construction of new local parks and fire stations, may require new wastewater connections. Individual projects would be subject to review on a case-by-case basis at the time of construction, and for those projects that are determined to have potential impacts to wastewater generation, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.
- f,g. Construction and operation of individual CIP projects would generate additional quantities of solid waste and construction debris. Individual projects would be subject to review on a case-by-case basis prior to construction. For those projects that are determined to have potential impacts to solid waste generation, appropriate measures would be required to ensure that impacts are reduced to a *less-than-significant* level.

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

Discussion

- a. The CIP is a long-range planning program that assists in mitigating inevitable impacts resulting from population and economic growth. Implementation of the CIP would result in the construction of public infrastructure over five years that would service the public on a long-term basis. The CIP attempts to meet long-term environmental goals, both broad and specific, which have been addressed previously in several environmental documents, the most comprehensive being the *2014 Brentwood General Plan Update EIR* certified in 2014. However, several CIP projects are anticipated to impact nearby creeks, riparian habitat and wetlands. Individual CIP projects would be reviewed on a case-by-case basis and, for those projects that are determined to have potential impacts to creeks and riparian habitat, appropriate measures will be required to ensure that implementation of project specific mitigation would result in a *less-than-significant* impact for the proposed project.

- b,c. Cumulative impacts associated with the proposed project may be identified in the categories of the use of resources, demand for services, and physical changes to the natural environment. These impacts would be considered potentially significant. However, the above impacts would be mitigated to a degree through mitigation measures cumulatively applied as development occurs resulting in a *less-than-significant* impact for the proposed project.