



**Initial Study/Addendum
Sciortino Ranch Subdivision Project
City of Brentwood, Contra Costa County, California**

State Clearinghouse No. 2008112041

Prepared for:
City of Brentwood



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SECTION 1: INTRODUCTION

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the Sciortino Ranch Project Final Environmental Impact Report (Final EIR) (State Clearinghouse No. 2008112041) remains sufficient to address the potential impacts of the proposed Sciortino Ranch Subdivision Project (proposed project), or whether additional documentation is required under the California Environmental Quality Act (CEQA) (Pub. Resources Code, Section 21000, et seq.). The Final EIR was certified in June 2009 by the Brentwood City Council.

1.1 - Initial Study/Environmental Checklist

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached initial study/checklist has been prepared to evaluate the proposed project. The attached initial study/checklist uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines, but provides answer columns for evaluation consistent with the considerations listed under CEQA Guidelines Section 15162, subd. (a).

1.2 - Environmental Analysis and Conclusions

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

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

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

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR [or ND] . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;¹
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR [or ND] . . . due to the

¹ CEQA Guidelines Section 15382 defines “significant effect on the environment” as “. . . a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance . . .” (see also Public Resources Code, Section 21068).

involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the ND was adopted . . . shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR [or ND] or negative declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR [or ND];
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR [or ND] would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, Section 15162, subd. (a); see also Pub. Resources Code, Section 21166).

This addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required prior to approval of the proposed project by the City of Brentwood, and provides the required documentation under CEQA.

1.2.1 - Findings

There are no substantial changes proposed by the Sciortino Ranch Subdivision Project or in the circumstances in which the project will be undertaken that require major revisions of the Final EIR, or preparation of a new subsequent or supplemental EIR or ND, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. As illustrated herein, the project is consistent with the Final EIR, and would involve only minor changes.

1.2.2 - Conclusions

The Brentwood Planning Commission or Brentwood City Council may approve the Sciortino Ranch Subdivision Project based on this Addendum. The impacts of the proposed project remain within the impacts previously analyzed in the EIR (CEQA Guidelines Section 15164).

The current proposed project does not require any major revisions to the Final EIR. Minor revisions to mitigation measures are proposed to address: (1) changes to statutes and regulations that have occurred since adoption of the Final EIR; (2) acknowledge that certain mitigation measures have already been implemented; or (3) to establish that certain mitigation measures from the Final EIR do not apply to the proposed project. No new significant information or changes in circumstances surrounding the project have occurred since the certification of the EIR. Therefore, the previous

CEQA analysis completed for the Sciortino Ranch Project remains adequate. The applicable mitigation measures from the Final EIR will be imposed on the proposed project as described herein.

1.3 - Determination

CEQA allows the preparation of an addendum to a previously certified EIR if some changes or additions are made to the previous EIR and no conditions are present that would require the preparation of a subsequent EIR (PRC Section 21166, CEQA Guidelines Sections 15162, 15164). As explained throughout this Addendum and summarized below, no such conditions are present.

1.3.1 - Statement of Findings

1. Substantial changes are not proposed to the project that would require major revisions to the 2009 EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
2. Substantial changes have not occurred with respect to the circumstances under which the project is undertaken requiring major revisions to the 2009 EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of a previously identified effect.
3. There is no new information of substantial importance which was not known and could not have been known at the time the 2009 EIR was certified showing any of the following:
 - A) The project will have a new significant effect not previously discussed in the 2008 EIR.
 - B) The project will not cause any significant effect examined in the 2008 EIR to be substantially more severe.
 - C) The mitigation measures in the 2009 EIR and adopted in the CEQA Findings for the 2009 Project remain feasible but some have been modified to reflect the proposed project. All mitigation measures identified in this Addendum and required for the proposed project as identified in the 2009 EIR that are necessary to reduce the potentially significant impacts to a level of insignificance will be made a requirement of the project and are acceptable by the project proponent.

1.3.2 - Evidence Supporting Findings

As discussed in Section 2.3, Project Characteristics, the proposed project represents a net reduction the development intensity of the 2009 project.

An updated Traffic Analysis was prepared as part of this Addendum to evaluate the changes in the traffic conditions in the vicinity of the project area since 2009. As explained in Section XVI Transportation, the proposed project will not cause any new significant traffic impacts or increase the severity of the traffic impacts already evaluated in the 2009 EIR.

All potential impacts that were known or could have been known were adequately analyzed in the 2009 EIR (aesthetics, light, and glare; air quality; biological resources; cultural resources; geology and soils; greenhouse gases; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; noise; population and housing; public services; recreation; transportation; and utility systems).

As summarized above and explained throughout this Addendum, this Addendum is appropriate for the proposed project since (1) substantial changes are not proposed in the project which will require major revisions to the 2009 EIR, (2) there are no substantial changes with respect to the circumstances under which the project is being undertaken that would require major revisions to the 2009 EIR, and (3) there is no new information which was not known or could not have been known at the time the 2009 EIR was certified.

1.4 - Mitigation Monitoring Program

As required by Public Resources Code Section 21081.6, subd. (a)(1), a mitigation monitoring and reporting program (MMRP) has been prepared for the project in order to monitor the implementation of the mitigation measures that have been adopted for the project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP.

SECTION 2: PROJECT DESCRIPTION

2.1 - Location and Setting

2.1.1 - Location

The project site is located in the City of Brentwood, Contra Costa County, California Exhibit 1). The project site is bounded by Brentwood Boulevard (west), single-family residential uses (north), Stratford Way (east), and single-family residential uses (south); refer to Exhibit 2. The project site is located on the Brentwood, California, United States Geological Survey 7.5-minute topographic quadrangle map, Township 1 North, Range 3 East, Section 7 (Latitude 37° 56' 24" North; Longitude 121° 41' 24" West).

2.1.2 - Environmental Setting

The 60.52-gross acre project site is bisected east-to-west by Sand Creek Road and split into two parts (North Area and South Area). Within the project site, Sand Creek Road has a 140-foot-wide section and features two travel lanes in either direction separated by a landscaped median. Two separate breaks in the median allow for future left-turn access to either side of the project site. Class II bicycle lanes exist on this segment. The intersection of Brentwood Boulevard/Sand Creek Road has an existing traffic signal.

North Area

The portion of the site north of Sand Creek Road contains undeveloped land that supports weedy vegetation. A natural gas well operated by Delta Sierra Oil & Gas LLC is located in the eastern portion of this area. The rectangular-shaped well pad is enclosed with a chain link fence. Although California Department of Conservation records indicate that the well has not had reportable gas production since 2012, it is still listed as active. The well has an associated 20-foot pipeline easement along the eastern property line. Additionally, California Department of Conservation records indicate that a plugged and abandoned natural gas well previously operated by Venoco, Inc. is located in the northeastern corner of the site. This well last had reportable production in 1998. Street trees and a sidewalk are present along the Brentwood Boulevard frontage.

South Area

The portion of the site south of Sand Creek Road contains undeveloped land that supports weedy vegetation. Remnants of building foundations are located near the intersection of Sand Creek Road/Brentwood Boulevard. Ornamental vegetation is located near the foundations. Street trees and a sidewalk are present along the Brentwood Boulevard frontage.

2.1.3 - Land Use Designations

The project site is designated as “Planned Development” (PD) by the City of Brentwood General Plan and zoned “Planned Development 55 (PD-55).”

2.2 - Project Background

2.2.1 - Sciortino Ranch Project

In June 2009, the Brentwood City Council approved entitlements associated the Sciortino Ranch Project and certified the accompanying EIR (State Clearinghouse No. 2008112041). The Final EIR contemplated development of 608 dwelling units, 423,948 square feet of non-residential uses, and 5.1 acres of parks. Table 1 summarizes the 2009 project. Entitlements included a General Plan Amendment, Zoning Code Amendment, and Vesting Tentative Subdivision Map.

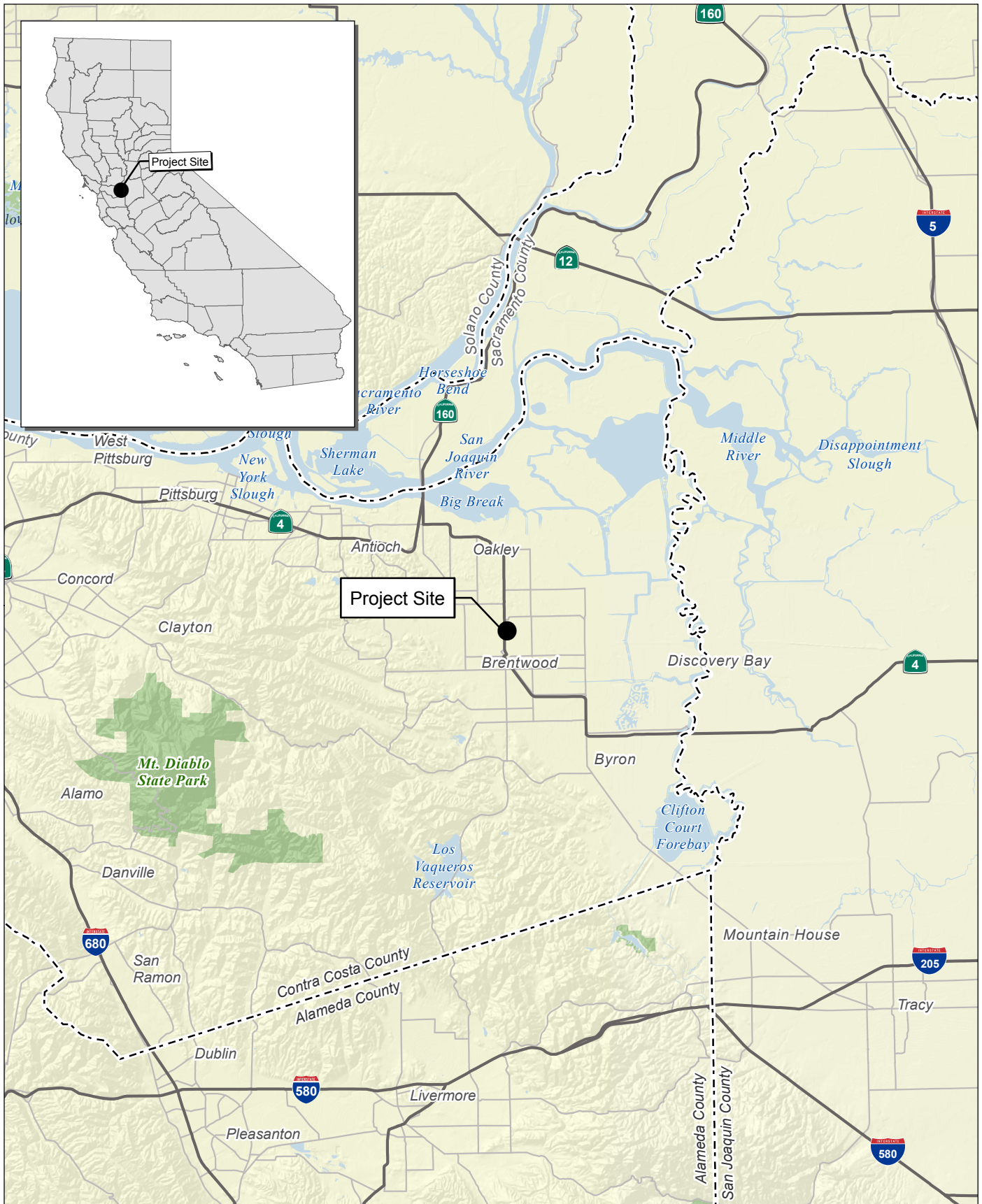
Table 1: 2009 Sciortino Ranch Project Summary

Use	Count
Single-Family Residential	140 dwelling units
Multi-Family Residential	468 dwelling units
Retail	107,267 square feet
Office	87,991 square feet
Institutional	228,690 square feet
Parks	5.1 acres
Source: City of Brentwood, 2009.	

2.3 - Project Characteristics

2.3.1 - Project Summary

The project applicant (New Urban Communities/Sciortino, LLC) is proposing to re-subdivide the site to create 331 single-family residential lots and 19 non-residential lots. Of the 19 lots, 11 lots would be dedicated for landscaping, park, or stormwater treatment use, and the remaining eight lots would be retained by the applicant. Overall, the currently proposed project would be less intense and would include a reduced amount of building square footage compared with the 2009 project. Table 2 summarizes the project. Exhibit 3 depicts the site plan.



Source: Census 2000 Data, The CaSIL, FCS GIS 2013.

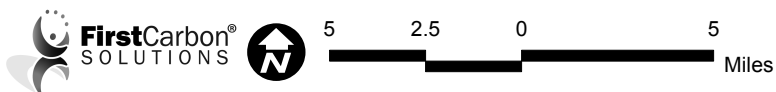
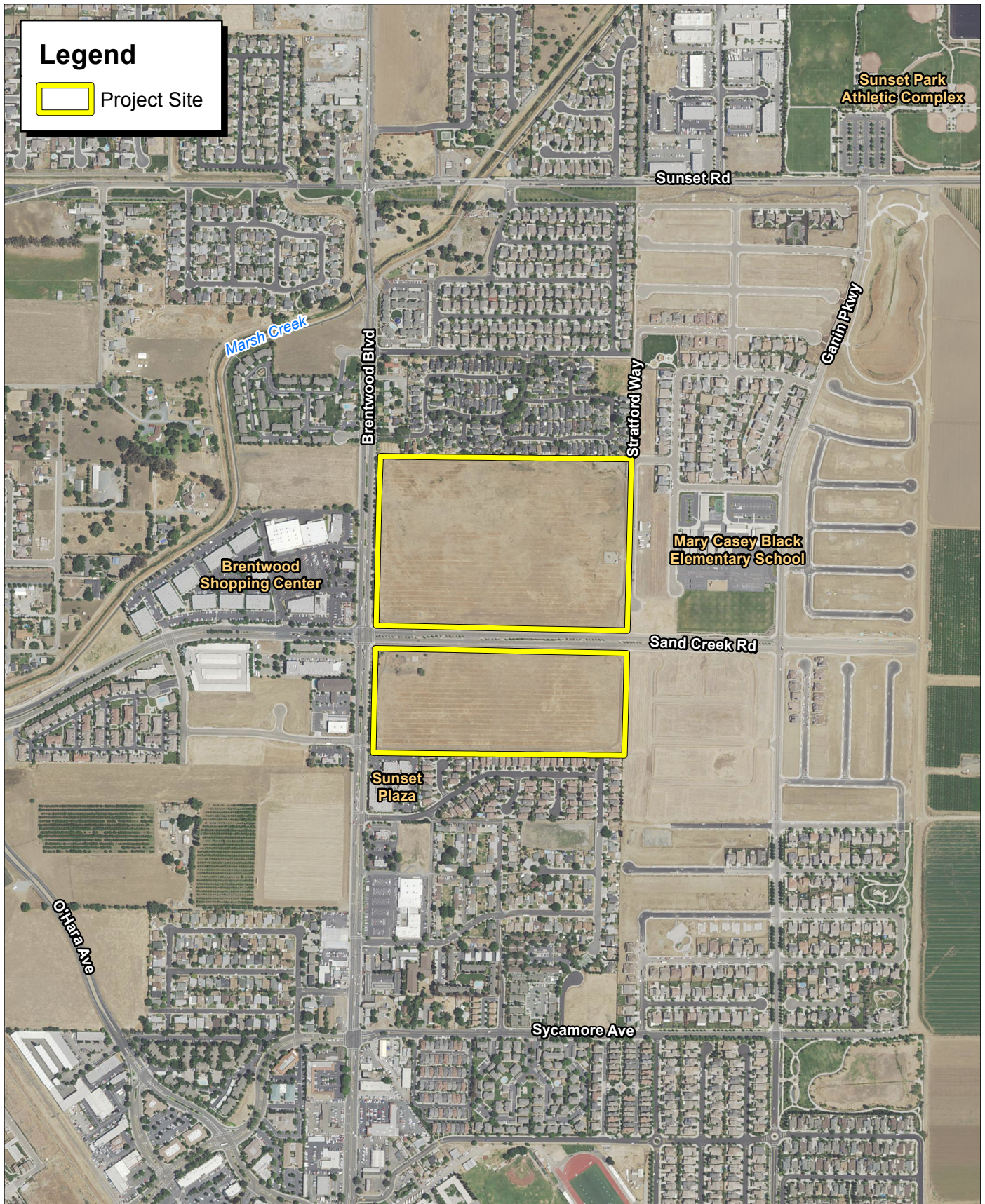


Exhibit 1 Regional Location Map

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Source: NAIP Imagery 2014

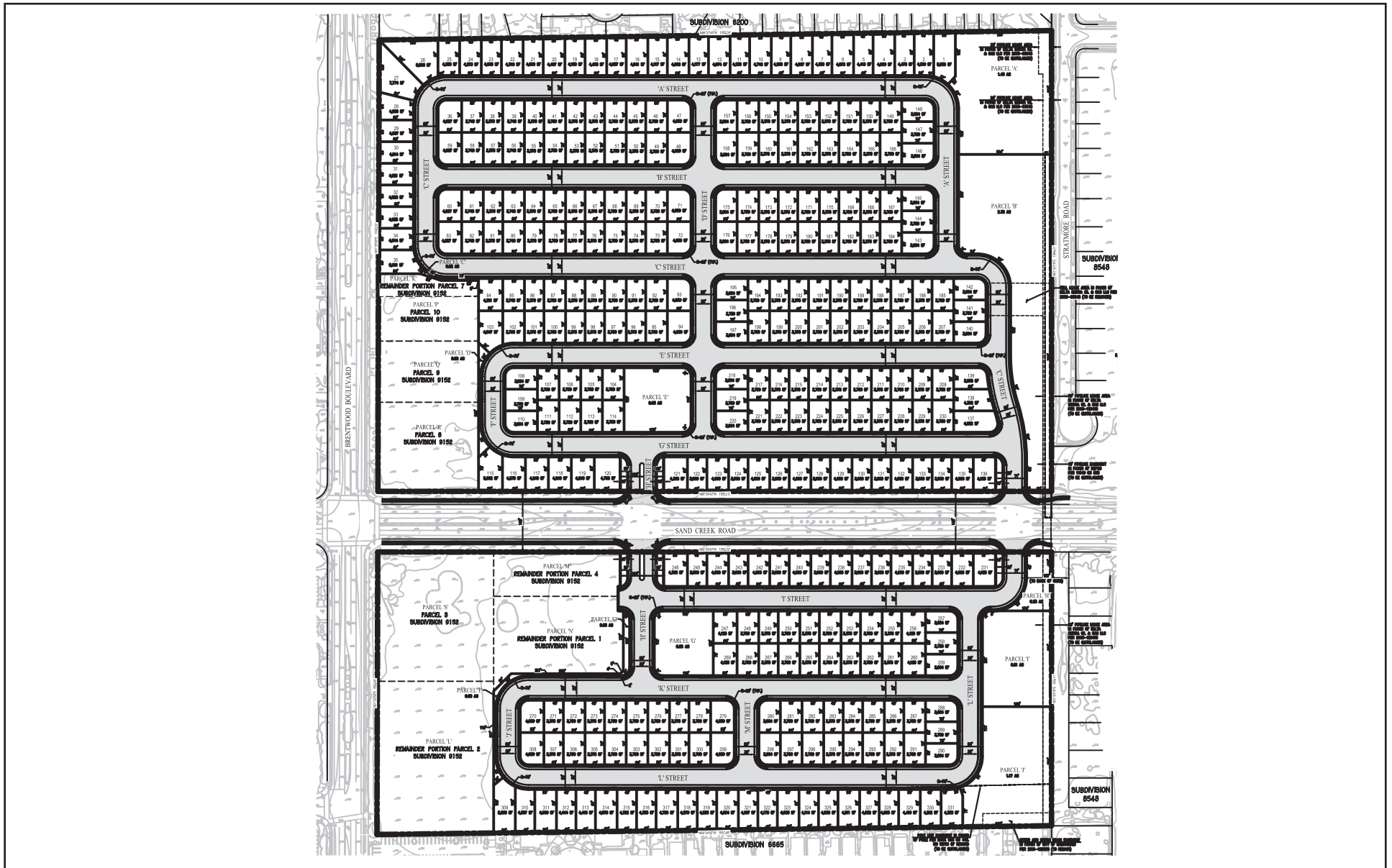
Exhibit 2

Local Vicinity Map

Aerial Base



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Source: Carlson, Barbee, & Gibson, Inc. 2015



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Table 2: Project Summary

Use	Net Acres	Characteristics
Single-Family Residential Lots	29.16	331 lots; Lot sizes would range from 3,375 square feet to 8,565 square feet
Neighborhood Parks	4.99	Five lots; lot sizes would range from 0.25 acre to 2.38 acres
Landscaping and Water Quality	2.45	Six lots; lot sizes would range from 0.02 acre to 1.43 acres
Lots – To Be Retained By Owner	8.57	Eight lots; lot sizes would range from 0.24 acre to 2.17 acres; lots would remain undeveloped for the time being. For the purposes of this analysis, it will be assumed that 120,000 square feet of commercial uses would be developed.
Streets	15.35	Internal streets; do not include Sand Creek Road
Total	60.52	—
Source: CBG, 2015.		

2.3.2 - Neighborhood Parks

Five lots containing neighborhood parks are proposed within the proposed project.

Within the North Area, a 2.38-acre park is proposed along the eastern portion of the project site and a 0.63-acre park is proposed within the southern portion of this area. The 2.38-acre park would overlap with the location of the natural gas well pad and associated pipeline easement.

Within in the South Area, a 1.17-acre park is proposed in the southeastern corner of the site, a 0.25-acre park is proposed along Sand Creek Road, and a 0.56-acre park is proposed in the western portion of this area. The 1.17-acre park and 0.25-acre parks would overlap with the pipeline easement.

2.3.3 - Landscaping and Water Quality

Six lots containing landscaping and water quality areas are proposed within the proposed project.

Within the North Area, a 1.43-acre landscaping and water quality area is proposed in the northeastern portion of the project site, and two sliver landscaped areas are proposed in the western portion of this area. The 1.43-acre landscaping and water quality area would overlap with the plugged and abandoned natural gas well pad and associated pipeline easement.

Within in the South Area, a 0.81-acre landscaping and water quality area is proposed in the southeastern portion of the project site between the 1.17-acre park and 0.25-acre park, and two landscaped strips are proposed in the western portion of this area. The 0.81-acre landscaping and water quality area would overlap with the pipeline easement.

2.3.4 - Lots to be Retained by Owner

Eight lots totaling 8.57 acres located along the Brentwood Boulevard or Sand Creek Road frontages would be retained by the property owner. The lots are contemplated to support future commercial development (retail or office), although no applications are on file with the City of Brentwood to develop such uses as part of this project, and the future end-users and tenant mix are unknown. Future development and proposed uses of these lots may be subject to separate review and approval by the City.

The following uses are “allowable” within the PD-55 Zoning District: general retail (less than 75,000 square feet), supermarkets/grocery stores, convenience stores, pharmacies, gas stations, restaurants, professional office. The following uses are “conditional” within the PD-55 Zoning District: self-storage, sports bars/lounges/night clubs, liquor stores, motor vehicle sales, movie theatres/bowling alleys/skating rinks, and hotels.

For the purposes of this Addendum, it will be assumed that the eight lots will support up 120,000 square feet of either office or shopping center uses, which translates to a Floor Area Ratio of 0.32.

2.3.5 - Roadways and Vehicular Access

Vehicular access would be provided by a series of internal looped streets that would connect to Sand Creek Road; no direct vehicular access would be taken from the existing single-family residential subdivisions to the north or south, Brentwood Boulevard, or Stratford Road.

The north and south portions of the subdivision would have two vehicular connections each to Sand Creek Road (“H Street” and “C/L Street”) that would align with the existing median breaks. The “H Street” intersection would be located closest to Brentwood Boulevard and serve as the primary entrance to either side of the subdivision; the “C/L Street” intersection would be located at the eastern end of the site and serve as a secondary entrance. The two new intersections are proposed to be unsignalized and would allow full turning movements.

Within the project site, Sand Creek Road would have a 140-foot-wide section and H Street would have a 100-foot-wide section. All other streets would have 56-foot-wide sections.

2.3.6 - Utilities

Potable Water

The proposed project would be served with potable water service provided by the City of Brentwood. The project would install separate internal looped distribution systems for the North and South Areas consisting of 8- to 12-inch-diameter pipelines that would connect to an existing 20-inch-diameter line within Sand Creek Road.

Non-Potable Water

The proposed project would be served with non-potable water service provided by the City of Brentwood. This water source would be used for irrigation with park and landscaped areas. The

project would install 8-inch-diameter pipelines that would connect to an existing 12-inch-diameter line within Sand Creek Road.

Wastewater

The proposed project would be served with wastewater collection and treatment service provided by the City of Brentwood. The project would install separate internal gravity sewer systems for the North and South Areas consisting of 8-inch-diameter pipelines that would connect to an existing 8-inch-diameter line within Sand Creek Road.

Storm Drainage

The proposed project would install separate storm drain systems for the North and South Areas.

The North Area storm drainage system would consist of 18- to 36-inch-diameter pipelines that would convey runoff to a stormwater basin located within the northeastern corner of the project site. The north basin would outlet runoff into a 42-inch municipal storm drainage line located within Stratford Way.

The South Area storm drainage system would consist of 18- to 30-inch-diameter pipelines that would convey runoff to a stormwater basin located within the southeast corner of the project site. The south basin would outlet runoff into a 36-inch municipal storm drainage line located within Sand Creek Road.

Electricity and Natural Gas

The proposed project would be served with electricity and natural gas service provided by Pacific Gas and Electric Company. Existing underground electrical lines are located within Sand Creek Road and an existing underground natural gas line parallels the eastern boundary of the project site. All electric and natural gas service laterals would be located underground.

2.3.7 - Natural Gas Well Abandonment

The Delta Sierra Oil & Gas LLC natural gas well would be abandoned and plugged in accordance with California Department of Conservation requirements. The associated 20-foot pipeline easement along the eastern portion of the project site would be quitclaimed. The footprint of the well pad and pipeline easement overlaps only with areas proposed for neighborhood parks, landscaping/water quality areas, and roads; no residential uses are proposed within these areas.

2.4 - Discretionary Approvals

The proposed project requires the following discretionary approvals from the City of Brentwood:

- Approval of the Revised Vesting Tentative Map
- Approval of the Revised Sciortino Ranch Design Guidelines
- Approval of the Revised Chapter 17.505 PD-55 Zone

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SECTION 3: CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines Section 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the Final EIR prepared for the project. These environmental categories might be answered with a “no” in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the certified EIR.

3.1 - Explanation of Checklist Evaluation Categories

(1) Conclusion in Prior EIR and Related Documents

This column summarizes the conclusion of the EIR relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the revised Project will result in new significant environmental impacts not previously identified or mitigated by the EIR, or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the Project is undertaken that will require major revisions to the EIR, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified as complete, shows any of the following:

- (A) The Project will have one or more significant effects not discussed in the previous EIR [or ND];

- (B) Significant effects previously examined will be substantially more severe than show in the previous EIR [or ND];
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerable different from those analyzed in the previous EIR [or ND] would substantially reduce one or more significant effect of the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no” and no additional environmental document would be required.

(5) Mitigation Measures Implemented or Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the EIR provided mitigation measures to address effects in the related impact category. These mitigation measures will be implemented with the construction of the project, as applicable. If “NA” is indicated, both the Final EIR and this Initial Study have concluded that the impact either would not occur with this project or would not be significant, and, therefore, no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) Mitigation Measures

Applicable mitigation measures from the EIR that apply to the project are listed under each environmental category.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
I. Aesthetics					
<i>Would the project:</i>					
a) Have a substantial adverse effect on a scenic vista?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on a scenic vista.	No. There are no new circumstances that would result in new or more severe impacts on a scenic vista.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of scenic vistas.	None
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on State Scenic Highways.	No. There are no new circumstances that would result in new or more severe impacts on State Scenic Highways.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of State Scenic Highways.	None
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on visual character.	No. There are no new circumstances that would result in new or more severe impacts on visual character.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of visual character.	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on light and glare.	No. There are no new circumstances that would result in new or more severe impacts on light and glare.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of light and glare.	None

Discussion

- a) The Final EIR concluded that the project vicinity is within a developed area of Brentwood and does not contain any scenic vistas. The proposed project would involve the development of structures of height and visual character similar to those contemplated by the Final EIR. As such, the proposed project would not alter any conclusions set forth in the Final EIR. Impacts would be less than significant.
- b) The Final EIR concluded that that the project vicinity is within a developed area of Brentwood and the nearest officially designated State Scenic Highway is Interstate 580 in Alameda County, located more than 15 miles to the south of the project site. Based on this distance, the proposed project would not have the potential to substantially damage scenic resources within a State Scenic Highway. Impacts would be less than significant.
- c) The Final EIR concluded that the 2009 project would develop urban uses within an area planned to support such uses. Development of the project would be guided by the Revised Sciortino Ranch Design Guidelines, which would be approved in conjunction with the proposed project, and are intended to provide a framework for the development of the project site to ensure a stylistically consistent and cohesive mix of land uses, as well as to ensure integration of the proposed project within the existing fabric of the City of Brentwood. The Final EIR found that visual character impacts would be less than significant.

The proposed project would develop urban uses types similar to those contemplated by the 2009 project. Similar to that project, new development would be guided by the Revised Sciortino Ranch Design Guidelines to ensure that new development is stylistically consistent with the urban fabric of Brentwood. Impacts would be less than significant.

- d) The Final EIR concluded that development contemplated by the 2009 project would introduce new exterior lighting to the project vicinity. Development of the project would be guided by the Revised Sciortino Ranch Design Guidelines, which sets forth requirements for

exterior lighting fixtures. The Final EIR found that light and glare impacts would be less than significant.

The proposed project would develop urban uses types similar to those contemplated by the 2009 project and would therefore have a similar potential for introduction of new sources of light and glare. Similar to that project, new development would be guided by the Revised Sciortino Ranch Design Guidelines to ensure that new lighting fixtures do not create substantial sources of light and glare. Impacts would be less than significant.

Mitigation Measures

None.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
II. Agricultural Resources					
<i>Would the project:</i>					
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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on Important Farmland.	No. There are no new circumstances that would result in new or more severe impacts on Important Farmland.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of Important Farmland.	II-1
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	No impact	No. The proposed project does not involve changes that would result in new impacts on agricultural zoning or Williamson Act contracts.	No. There are no new circumstances that would result in new or more severe impacts on agricultural zoning or Williamson Act contracts.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of agricultural zoning or Williamson Act contracts.	None
c) 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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on surrounding agricultural uses.	No. There are no new circumstances that would result in new or more severe impacts on surrounding agricultural uses.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of surrounding agricultural uses.	II-1

Discussion

- a,c) The Final EIR indicated that the project site’s soils are suitable to be classified as “Prime Farmland.” The Final EIR noted that although the project site is not within an area designated for agricultural conservation, it is subject to the City’s agricultural land conversion program under Brentwood Municipal Code Section 17.730.030 and therefore would be required to pay the City’s Agricultural Mitigation Fee. This requirement is set forth in Mitigation Measure II-1 and would reduce impacts to a level of less than significant.

The proposed project would develop urban uses on the project site, and, therefore, Mitigation Measure II-1 would apply and would reduce impacts to a level of less than significant.

- b) The Final EIR indicated that the project site is zoned “PD-55,” a non-agricultural zoning district, and is not under a Williamson Act contract. The proposed project would maintain the PD-55 zoning, albeit with modifications to reflect the project characteristics; thus, it would remain non-agricultural in nature. As such, the proposed project would not alter the conclusions of the Final EIR. No impacts would occur.

Mitigation Measures

- MM II-1** Prior to the issuance of a grading permit, the developer shall pay the City of Brentwood agricultural mitigation fee currently in effect.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
III. Air Quality					
<i>Would the project:</i>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Significant unavoidable impact	No. The proposed project does not involve changes that would result in new impacts on an applicable air quality plan.	No. There are no new circumstances that would result in new or more severe impacts on an applicable air quality plan.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an applicable air quality plan.	4.4-1, 4.4-2a, 4.4-2b, 4.4-2c
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Significant unavoidable impact	No. The proposed project does not involve changes that would result in new impacts associated with violation of an air quality standard.	No. There are no new circumstances that would result in new or more severe impacts associated with violation of an air quality standard.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of violations of air quality standards.	4.4-1, 4.4-2a, 4.4-2b, 4.4-2c
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Significant unavoidable impact	No. The proposed project does not involve changes that would result in new impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	No. There are no new circumstances that would result in new or more severe impacts associated with any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.	4.4-1, 4.4-2a, 4.4-2b, 4.4-2c

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on sensitive receptors.	No. There are no new circumstances that would result in new or more severe impacts on sensitive receptors.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of sensitive receptors.	None
e) Create objectionable odors affecting a substantial number of people?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts associated with objectionable odors.	No. There are no new circumstances that would result in new or more severe impacts associated with objectionable odors.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of objectionable odors.	None

Discussion

a-c) The Final EIR indicated that construction and operational activities associated with the 2009 project had the potential to generate air pollutant emissions that would conflict with the adopted Clean Air Plan, violate an adopted air quality standard, and result in a cumulatively considerable net increase of a criteria pollutant. As such, the Final EIR set forth Mitigation Measures 4.3-1, 4.3-2(a), 4.3-2(b), and 4.3-29(c), which require construction and operation air emissions control measures, to reduce impacts. Mitigation Measure 4.3-1 would reduce construction emissions to a level of less than significant; however, Mitigation Measures 4.3-2(a), 4.3-2(b), and 4.3-29(c) would not fully reduce operational impacts to a level of less than significant. Because emissions would not be reduced to a level of less than significant, the Final EIR identified a significant unavoidable impact related to conflicts with the adopted Clean Air Plan, violation of an adopted air quality standard, and a cumulatively considerable net increase of a criteria pollutant.

The proposed project would be expected to result in a similar amount of construction emissions—if not less—than the 2009 project, because a similar amount of ground disturbance would occur, but less building construction would occur. As such, Mitigation Measure 4.3-1 would apply and would reduce impacts to a level of less than significant.

Fehr & Peers estimated trip generation relative to the 2009 project and found that the currently proposed project would generate between 4,930 and 8,460 fewer daily trips, depending on the final mix of end users for the 8.57 acres reserved for future commercial uses (see analysis in Section XVI a)). This would yield a substantial reduction in vehicular emissions and would lessen the severity of the proposed project's operational emissions; however, it would not necessarily avoid the significant unavoidable impacts which were previously identified in the Final EIR. Mitigation Measures 4.3-2(b) (as modified), and 4.3-29(c) would still apply to the proposed project; however, Mitigation Measure 4.2-2(a) would not apply because bicycle and pedestrian facilities are provided on project plans. In summary, although the proposed project would not necessarily avoid the 2009 project's significant unavoidable air quality impacts, it would lessen their severity. No new impacts would occur beyond those identified in the Final EIR for the 2009 project.

- d) The Final EIR indicated that the 2009 project would locate residential uses within 500 feet of Brentwood Boulevard, which carried approximately 20,000 vehicles per day. The California Air Resources Board's Air Quality and Land Use Handbook recommends that new residential uses should be located more than 500 feet from roadways with 100,000 daily trips. Brentwood Boulevard does not meet this threshold, and as such, the Final EIR concluded that the residential receptors associated with the 2009 project would not be exposed to substantial pollutant concentrations. Impacts were found to be less than significant.

The proposed project would develop 331 single-family residential uses, most of which would be within 500 feet of Brentwood Boulevard. Because this roadway's average daily volume is well below 100,000 daily trips, the location of these residential receptors would not be exposed to substantial pollutant concentrations. Impacts would be less than significant.

- e) The Final EIR noted that commonly sources of objectionable odors include landfills, composting facilities, wastewater treatment plants, feed lots, and coffee roasting facilities, and the 2009 project's end uses (residential, commercial, institutional, and parks) did not include any of those types of uses. Impacts were found to be less than significant.

The proposed project would develop 331 single-family residential lots, reserve 8.57 acres for future commercial development, and develop 4.99 acres of parks. None of these uses are considered to be sources of objectionable odors. Impacts would be less than significant.

Mitigation Measures

Mitigation Measure 4.4-2(a) would not apply to the proposed project and Mitigation Measure 4.4-2(b) would be modified. All other mitigation measures would remain unchanged.

- MM 4.4-1** Consistent with guidance from the BAAQMD, prior to issuance of any grading permits, the applicant shall incorporate the following mitigation measures into the

construction contract documents, which shall be submitted for the review and approval of the City Engineer:

- Water all active construction areas at least twice daily and more often during windy periods; active areas adjacent to existing land uses shall be kept damp at all times, or shall be treated with non-toxic stabilizers or dust palliatives;
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard;
- Pave, apply water three times daily, or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites;
- Sweep daily (preferably with water sweepers) all paved access roads, parking areas, and staging areas at construction sites; water sweepers shall vacuum up excess water to avoid runoff-related impacts to water quality;
- Sweep streets daily (preferably with water sweepers) if visible soil material is carried onto adjacent public streets;
- Apply non-toxic soil stabilizers to inactive construction areas;
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.);
- Limit traffic speeds on unpaved roads to 15 mph;
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways; and
- Replant vegetation in disturbed areas as quickly as possible.

The above measures include all feasible measures for construction emissions identified by the Bay Area Air Quality Management District.

MM 4.4-2(a) Prior to approval of a tentative map or site plan for an individual sub-area, the tentative map or site plan shall show bicycle lanes and/or paths connected to the community-wide network and sidewalks and/or paths connected to adjacent land uses, transit stops, and/or community-wide network, for approval by the Community Development Director and the City Engineer.

MM 4.4-2(b) The BAAQMD has identified mitigation measures for reducing emissions from commercial uses. ~~Prior to approval of a site plan for all development on each of the 11 parcels, a~~ transportation management plan shall be created and submitted for the approval of the Community Development Director and the City Engineer. The transportation management plan may include the following measures and any others to achieve a reduction in emissions:

- ~~Design and locate buildings to facilitate transit access, such as locating local building entrances near transit stops and eliminating building setbacks;~~
- Provide secure, weather-protected bicycle parking for employees;
- Provide safe, direct access for bicyclists to adjacent bicycle routes;
- Provide showers and lockers to employees bicycling or walking to work;

- Provide secure short-term bicycle parking for retail customers and other non-commute trips;
- Provide direct, safe, attractive pedestrian access from project to transit stops and adjacent development;
- Implement carpool/vanpool programs such as carpool ridematching for employees, assistance with vanpool formation or provision of vanpool vehicles;
- ~~Provide on-site child care, or contribute to off-site child care within walking distance;~~
- Use of exterior and interior paints with low quantities of volatile organic compounds; and
- Implement parking cash-out program for employees (i.e., non-driving employees receive transportation allowance equivalent to value of subsidized parking).

MM 4.4-2(c) Prior to the issuance of building permits, the applicant shall include in the project design the following measures to the satisfaction of the Community Development Director and the Chief Building Official:

- Allow only natural gas fireplaces or stoves in single-family houses. Wood, pellet, or traditional open hearth fireplaces shall not be permitted;
- Use of exterior and interior paints with low quantities of volatile organic compounds;
- Residences will include outside electrical outlets to allow electric lawn and garden equipment for landscaping; and
- Utilize reflective (or high albedo) and emissive roofs and light colored construction materials where reasonably practical to increase the reflectivity of roads, driveways, and other paved surfaces, and include shade trees near buildings to directly shield them from the sun's rays and reduce local air temperature and cooling energy demand.

MM 4.4-6 Implement Mitigation Measures 4.4-2(a) through 4.4-2 (c).

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
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 Wildlife or U.S. Fish and Wildlife Service?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on special status species.	No. There are no new circumstances that would result in new or more severe impacts on special status species.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of special status species.	4.6-2 4.6-3(a) 4.6-3(b) 4.6-4 4.6-5
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on riparian habitat.	No. There are no new circumstances that would result in new or more severe impacts on riparian habitat.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of riparian habitat.	None
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?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on Section 404 wetlands.	No. There are no new circumstances that would result in new or more severe impacts on Section 404 wetlands.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of Section 404 wetlands.	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on fish or wildlife movement.	No. There are no new circumstances that would result in new or more severe impacts on fish or wildlife movement.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of fish or wildlife movement.	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on local biological policies or ordinances.	No. There are no new circumstances that would result in new or more severe impacts on fish or local biological policies or ordinances.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of local biological policies or ordinances.	4.6-8
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	No. There are no new circumstances that would result in new or more severe impacts on an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an adopted Habitat Conservation Plan or Natural Community Conservation Plan.	None

Discussion

- a) The Final EIR indicated that 33 special-status plant species had the potential to occur on-site. The Final EIR indicated that the burrowing owl, the Swainson’s hawk, and nesting birds protected by the Migratory Bird Treaty Act had the potential to occur on the project site. As such, the Final EIR set forth Mitigation Measures 4.6-2, 4.6-3(a), 4.6-3(b), 4.6-4, and 4.6-5, which require implementation of pre-construction surveys and avoidance measures to reduce impacts on these species to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measures 4.6-2, 4.6-3(a), 4.6-3(b), 4.6-4, and 4.6-5 would apply and serve to reduce impacts to a level of less than significant.

- b) The Final EIR indicated that there were no sensitive natural communities or riparian habitat within the project boundaries. This condition precludes the possibility of related impacts. Impacts would be less than significant.
- c) The Final EIR indicated that that there were no federally protected wetlands within the project boundaries. This condition precludes the possibility of related impacts. Impacts would be less than significant.
- d) The Final EIR indicated that the project site is surrounded by urban development and infrastructure on all sides, and does not contain migratory wildlife corridors or nursery sites. This condition precludes the possibility of related impacts. Impacts would be less than significant.
- e) The Final EIR indicated that there were 79 trees within the project site, some or all of which would be removed. As such, the Final EIR set forth Mitigation Measure 4.6-8, which requires protective measures for trees that are proposed to be retained, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure 4.6-8 (as modified) would apply and serve to reduce to impacts to a level of less than significant.

- f) The Final EIR indicated that the project site is within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. The Final EIR noted that the project site is within an area contemplated for urban development and, therefore, would only need to pay the applicable development fee to demonstrate consistency with the plan. The Final EIR concluded that impacts would be less than significant.

The proposed project would involve development activities similar to the 2009 project, and thus, would pay the applicable development fee to demonstrate consistency with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. Impacts would be less than significant.

Mitigation Measures

Mitigation Measure 4.6-8 would be modified. All other mitigation measures would remain unchanged.

- MM 4.6-2** Prior to the issuance of grading permits, the applicant shall ensure that a preconstruction survey for special-status plant species is conducted prior to commencement of construction activities, for the review and approval of the Community Development Director and the California Department of Fish and Wildlife. The survey is to be done to verify the continued absence of special status plant species identified in the previous surveys.
- MM 4.6-3(a)** Prior to the issuance of grading permits, the applicant shall ensure that pre-construction surveys are conducted between April 15 and July 15 by a qualified biologist within the project area to determine the presence of burrowing owls during the height of the nesting season. The survey is to be completed in accordance with the survey requirements of the CDFG and protocol for the California Burrowing Owl Consortium (CBOC) and submitted to the Community Development Director. If site disturbance does not commence within 30 days of the nesting season survey, an additional survey shall be conducted prior to construction.
- If site disturbance commences during the nesting season, between February 1 and August 31, and burrowing owls are detected on or within 250 feet of the on-site construction areas, a fenced buffer shall be installed not less than 250 feet between the nest burrow(s) and construction activities. The 250 foot buffer shall be observed and the fence left intact until a qualified biologist determines that the young are foraging independently, the nest has failed, or the owls are not using any burrows within the buffer.
- MM 4.6-3(b)** Prior to the issuance of grading or construction permits for the project site, the applicant shall pay the applicable HCP/NCCP per-acre fee in effect. Once the per-acre fee is paid, the City will verify that the HCP/NCCP permit terms and conditions have been met and issue take authorization under the HCP/NCCP.
- MM 4.6-4(a)** Prior to the issuance of grading permits, the applicant shall ensure that pre-construction surveys are conducted between February and August by a qualified biologist within the project area and within a 0.5 mile radius of the project boundary. If nests are not found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with HCP/NCCP Mitigation Measure 4.6-3(b). If active nests are found, the findings shall be submitted to DFG and a buffer zone of a minimum of one-quarter mile shall be established around the active nest. Intensive new disturbances, such as heavy equipment activities associated with construction that may cause nest abandonment or forced fledging, shall not be initiated within this buffer zone between March 1 and September 1. Any trees containing nests that

must be removed as a result of project implementation shall be removed during non-breeding season between September and January.

MM 4.6-5 If site disturbance commences during the nesting season (February 1 through August 15), a pre-construction survey shall be conducted by a qualified wildlife biologist within 15 days of the start of project-related activities. If nests are not found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with Mitigation Measure 4.6-3(b). If nests of migratory birds are detected on site or within 75 feet (for migratory passerine birds) or 250 feet (for birds of prey) of the site, the applicant shall observe no disturbance buffers of 75 feet for migratory passerine and 250 feet for birds of prey until August 15, or the qualified biologist determines that the young are foraging independently, or the nest has been abandoned.

Removal of any potential nesting trees or shrubs shall occur between September 1 and January 31, outside of the general avian nesting season. If removal of any potential nesting trees or shrubs occurs, or construction begins, between February 1 and August 31 (nesting season for passerine or non-passerine land birds) or December 15 and August 31 (nesting season for raptors), the applicant shall have a nesting bird survey performed. The survey shall be done for the review and approval of the Community Development Director, by a qualified biologist within 14 days prior to the removal or disturbance of potential nesting trees or shrubs, or the initiation of other construction activities during the early part of the breeding season (late December through April) and not more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). During this survey, a qualified biologist shall inspect all potential nesting habitat (trees, shrubs, grasslands, pastures, etc.) in and immediately adjacent to the impact areas for nests.

Active nests shall be flagged and an appropriate non-disturbance buffer zone shall be established around the nesting trees or shrubs. The size of the buffer zone shall be determined by the project biologist in consultation with CDFG and will depend on the species involved, site conditions, and type of work to be conducted on the project site. Typically, if active nests are found, construction activities shall not take place within 250 feet of the raptor nests and within 75 feet of other migratory birds until the young have fledged. A qualified biologist shall monitor active nests to determine when the young have fledged and are feeding on their own. The qualified biologist and CDFG shall be consulted for clearance before construction activities resume on the project site.

MM 4.6-8 ~~Prior to deeming complete site-specific applications for parcels located within the proposed project site,~~ The site plan(s) shall identify all non-orchard trees within the site plan area that are at least in “good” condition (based on the arborist report prepared for the project site), which should protected from damage, to the satisfaction of the Community Development Department, and ~~shall be~~ should

identified on the grading plan. Appropriate protective measures shall be taken to ensure preservation during grading activity and after project occupancy. Any non-orchard tree in at least “good” condition that cannot be preserved in place shall be relocated or replaced, to the satisfaction of the Community Development Department.

MM 4.6-8 Implement Mitigation Measures 4.6-2 through 4.6-8.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
V. Cultural Resources					
<i>Would the project:</i>					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on historic resources.	No. There are no new circumstances that would result in new or more severe impacts on historic resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of historic resources.	None
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on archaeological resources.	No. There are no new circumstances that would result in new or more severe impacts on archaeological resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of archaeological resources.	4.7-1(a) 4.7-1(b)
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on paleontological resources.	No. There are no new circumstances that would result in new or more severe impacts on paleontological resources.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of paleontological resources.	4.7-1(a) 4.7-1(b)

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on burial sites.	No. There are no new circumstances that would result in new or more severe impacts on burial sites.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of burial sites.	4.7-1(c)

Discussion

- a) The Final EIR indicated that the three slab foundations and associated ornamental vegetation within the south portion of the project site do not meet historical significance criteria, and, therefore, removal of these features would not be considered a significant impact. Impacts would be less than significant.

The proposed project would involve development activities similar to the 2009 project and would similarly result in a less than significant impact to historic resources.

- b) The Final EIR indicated that the project site has moderate sensitivity for archaeological resources because of its proximity to Marsh Creek. As such, the Final EIR set forth Mitigation Measures 4.7-1(a) and 4.7-1(b), which require inadvertent discovery measures to be implemented in the event of a find, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measures 4.7-1(a) and 4.7-1(b) would apply and would serve to reduce impacts to a level of less than significant.

- c) The Final EIR indicated the project site has moderate sensitivity for paleontological resources due to its proximity to Marsh Creek. As such, the Final EIR set forth Mitigation Measures 4.7-1(a) and 4.7-1(b), which require inadvertent discovery measures to be implemented in the event of a find, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measures 4.7-1(a) and 4.7-1(b) would apply and would serve to reduce impacts to a level of less than significant.

- d) The Final EIR indicated the project site has moderate sensitivity for human remains due to its proximity to Marsh Creek. As such, the Final EIR set forth Mitigation Measure 4.7-1(c), which require inadvertent discovery measures to be implemented in the event of a find, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure 4.7-1(c) would apply and would serve to reduce impacts to a level of less than significant.

Mitigation Measures

The mitigation measures from the Final EIR remain unchanged when considering the development of the proposed project.

MM 4.7-1(a) During ground disturbance activities, if any earth-moving activities uncover any concentrations of stone, bone or shellfish, any artifacts of these materials, or any evidence of fire (ash, charcoal, fire altered rock, or earth), all work shall be halted in the vicinity of the find and a qualified archaeologist shall be contacted immediately to make an evaluation to assess possible historic importance or prehistoric significance. If warranted by the discovery of a concentration of artifacts or soil deposits, further work in the discovery area shall be monitored by an archaeologist.

If the discovery appears to be an isolated find, monitoring of excavation in the vicinity would be appropriate to confirm this. However, if the discovery appears indicative of a more complex deposit, archaeological investigation shall be undertaken and a limited subsurface test procedure (auger test) shall be performed in the discovery location to determine if any culturally modified soils or more concentrated artifactual remains are present at greater depths.

MM 4.7-1(b) In the event that any archaeological deposits are discovered during construction or grading, work in the vicinity of the discovery shall be halted until a plan has been submitted to the Community Development Director for the evaluation of the resource, as required under current CEQA Guidelines. In addition, the following standard archaeological monitoring and spot check procedures shall be implemented in the vicinity of the discovery, following an investigation that determines that potentially significant discoveries have been made:

- Monitoring shall consist of directly watching the major excavation process. Monitoring shall occur during the entire work day, and shall continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about five feet below grade at the beginning of the project, but may require modification in specific cases, and shall be determined by the monitoring archaeologist based on observed soil conditions. Spot checks shall consist of partial monitoring of the progress of excavation over the course of the project. During spot checks, all spoils material, open excavations, recently grubbed areas, and other soil disturbances shall be inspected to determine if cultural materials are present. The frequency and duration of spot checks shall be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archaeologist shall determine the relative sensitivity of the parcel.

- If prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the parcel, all work should be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the Agency Liaison shall be contacted immediately.
- If significant cultural deposits other than human burials are encountered, the project shall be modified to allow the artifacts or features to be left in place, or the archaeological consultant shall undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era (Mission and Pueblo Periods), and the American era up to about 1950.
- Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or noncultural in origin, work shall recommence immediately.
- If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.
- Equipment stoppages shall only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site.
- During temporary equipment stoppages brought about to examine suspected remains, the archaeologist shall accomplish the necessary tasks with all due speed.

MM 4.7-1(c) During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Contra Costa County Coroner shall be notified. Should human remains be found, all work shall be halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains. In addition, a qualified archaeologist shall be notified immediately so that an evaluation of the remains and the site can be performed.

MM 4.7-3 Implement Mitigation Measures 4.7-1(a) through 4.7-1(c)

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VI. Geology and Soils					
<i>Would the project:</i>					
a) Expose people or structures to potential substantial adverse effects, including 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?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on an earthquake fault.	No. There are no new circumstances that would result in new or more severe impacts on an earthquake fault.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of an earthquake fault.	4.8-7
ii) Strong seismic ground shaking?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on strong seismic ground shaking.	No. There are no new circumstances that would result in new or more severe impacts on strong seismic ground shaking.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of strong seismic ground shaking.	4.8-7
iii) Seismic-related ground failure, including liquefaction?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on seismic-related ground failure, including liquefaction.	No. There are no new circumstances that would result in new or more severe impacts on seismic-related ground failure, including liquefaction.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of seismic-related ground failure, including liquefaction.	4.8-7

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
iv) Landslides?	No impact	No. The proposed project does not involve changes that would result in new impacts on landslides.	No. There are no new circumstances that would result in new or more severe impacts on landslides.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of landslides.	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on soil erosion.	No. There are no new circumstances that would result in new or more severe impacts on soil erosion.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of soil erosion.	VI-2
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?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on unstable geologic units or soils.	No. There are no new circumstances that would result in new or more severe impacts on unstable geologic units or soils.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of unstable geologic units or soils.	VI-3
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Less than significant with mitigation	No. The proposed project does not involve changes that would result in new impacts on expansive soils.	No. There are no new circumstances that would result in new or more severe impacts on expansive soils.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of expansive soils.	VI-2

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
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.	No impact	No. The proposed project does not involve changes that would result in new impacts on septic systems.	No. There are no new circumstances that would result in new or more severe impacts on septic systems.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of septic systems.	None

Discussion

- a) The Final EIR indicated that the project site is located in an area susceptible to seismic hazards during an earthquake. As such, the Final EIR set forth Mitigation Measure 4.8-7, which requires compliance with Building Code seismic safety standards, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure 4.8.7 would apply and would serve to reduce impacts to a level of less than significant.

- b) The Final EIR indicated that development activities associated with the 2009 project had the potential to cause erosion and sedimentation. As such, the Final EIR set forth Mitigation Measure VI-1, which requires the implementation of erosion control measures during construction, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure VI-1 would apply and would serve to reduce impacts to a level of less than significant.

- c) The Final EIR indicated that the project site is located within an area that may be susceptible to lateral spreading and liquefaction. As such, the Final EIR set forth Mitigation Measure VI-3, which requires the preparation of a geotechnical report that addresses ground failure conditions and sets forth abatement measures, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure VI-3 would apply and would serve to reduce impacts to a level of less than significant.

- d) The Final EIR indicated that the project site is underlain by expansive soils. As such, the Final EIR set forth Mitigation Measure VI-3, which requires the preparation of a

geotechnical report that addresses expansive soil conditions and sets forth abatement measures, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure VI-3 would apply and would serve to reduce impacts to a level of less than significant.

- e) The Final EIR indicated that the 2009 project would be served with sanitary sewer service provided by the City of Brentwood, a condition that precludes the use of alternative wastewater disposal systems. The Final EIR indicated that no impacts would occur.

The proposed project would be served with sanitary sewer service provided by the City of Brentwood, a condition that precludes the use of alternative wastewater disposal systems. No impacts would occur.

Mitigation Measures

The mitigation measures from the Final EIR remain unchanged when considering the development of the proposed project.

MM 4.8-7 Prior to issuance of a grading permit, the project applicant shall submit and comply with the recommendations in a site-specific Geology and Soils Assessment, at the discretion of the City Engineer. The assessment shall be reviewed and approved by the City Engineer or his/her designee. The Geology and Soils Assessment must include, but not be limited to, an assessment of impacts related to ground shaking and include mitigation to minimize harm to structures and humans, including compliance with the latest CBC regulations relating to ground shaking.

MM VI-1 Prior to issuance of grading permits, the project applicant shall submit, for the review and approval of the City Engineer, an erosion control plan that utilizes Best Management Practices (BMPs) to limit the erosion effects during construction of the proposed project. Measures could include, but are not limited to:

- Hydro-seeding;
- Placement of erosion control measures within drainageways and ahead of drop inlets;
- The temporary lining (during construction activities) of drop inlets with “filter fabric” (a specific type of geotextile fabric);
- The placement of straw wattles along slope contours and back-of-curb prior to installation of landscaping;
- Directing subcontractors to a single designation “wash-out” location (as opposed to allowing them to wash-out in any location they desire);
- The use of siltation fences; and
- The use of sediment basins and dust palliatives.

MM VI-2 Prior to the approval of Improvement Plans and building permits, the project proponent shall submit a design-level geotechnical study to the City Engineer for

review and approval, which specifically addresses whether expansive soils or soils prone to liquefaction are present in the development area, and includes measures to address these soils where they occur. All grading and foundation plans designed by the project Civil and Structural Engineer must be reviewed and approved by the City Engineer and Chief Building Official prior to issuance of grading and building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in design. In addition, the applicant of the proposed project shall comply with UBC standards.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
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?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on greenhouse gas emissions.	No. There are no new circumstances that would result in new or more severe impacts on greenhouse gas emissions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of greenhouse gas emissions.	None
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	No. There are no new circumstances that would result in new or more severe impacts on conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of conflicts with a plan, policy, or regulation for reducing greenhouse gas emissions.	None

Discussion

Note to reader: At the time of Final EIR certification in 2009, a local or statewide greenhouse gas threshold had not yet been adopted. Therefore, the 2009 Final EIR relied upon industry guidance to assess impacts on greenhouse gas emissions.

- a,b) The Final EIR indicated that the 2009 project would emit 46,009.24 tons of carbon dioxide (CO₂) from vehicle emissions on an annual basis, which would represent an insignificant percent of total vehicle emissions in the California 391 million tons. The Final EIR found that the 2009 project was consistent with all applicable state greenhouse gas reduction strategies, including those associated with reducing vehicle emissions, building energy

efficiency, and transportation energy efficiency. The Final EIR concluded that impacts would be less than significant and no mitigation was required.

As discussed in Section XVI a), below, the proposed project would result in between 4,930 and 8,460 fewer daily vehicle trips, depending on whether the commercial parcels are occupied by retail or office uses, respectively. The proposed project would therefore result in a net reduction in greenhouse gas emissions relative to the 2009 project, due to reduced vehicle emissions. Additionally, project buildings would be required to adhere to the latest adopted edition of the California Building Standards Code, which has been updated since 2009 to incorporate greater energy efficiency standards. Thus, the proposed project buildings would be more energy efficient than if they had been constructed pursuant to the standards in effect in 2009. For these reasons, the proposed project would not result in greenhouse gas emissions beyond those that were disclosed and analyzed in the Final EIR.

Mitigation Measures

None.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
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?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of hazardous materials.	No. There are no new circumstances that would result in new or more severe impacts related to hazardous materials.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazardous materials.	4.8-2(a) 4.8-2(b) 4.8-4(a) 4.8-4(b) 4.8-4(c) 4.8-5(a) 4.8-5(b)
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of reasonably foreseeable upset and accident conditions.	No. There are no new circumstances that would result in new or more severe impacts related to reasonably foreseeable upset and accident conditions.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of reasonably foreseeable upset and accident conditions.	4.8-2(a) 4.8-2(b) 4.8-4(a) 4.8-4(b) 4.8-4(c) 4.8-5(a) 4.8-5(b)
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of hazardous emissions or handle hazardous or	No. There are no new circumstances that would result in new or more severe impacts related to hazardous or acutely hazardous materials, substances, or waste.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazardous or acutely hazardous materials, substances, or waste.	4.8-2(a) 4.8-2(b) 4.8-4(a) 4.8-4(b) 4.8-4(c) 4.8-5(a) 4.8-5(b)

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
		acutely hazardous materials, substances, or waste.			
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?	No impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No. There are no new circumstances that would result in new or more severe impacts related to hazardous materials sites compiled pursuant to Government Code Section 65962.5.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazardous materials sites compiled pursuant to Government Code Section 65962.5.	None
e) Be located within two miles of a public airport or private use airport and result in a safety hazard for people residing or working in the project area?	No impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of airports.	No. There are no new circumstances that would result in new or more severe impacts on airports.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of airports.	None
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?	No impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of private airstrips.	No. There are no new circumstances that would result in new or more severe impacts on private airstrips.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of private airstrips.	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of emergency evacuation or response.	No. There are no new circumstances that would result in new or more severe impacts on emergency evacuation or response.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of emergency evacuation or response.	None
h) Be located in an area designated as having a high, extreme, or severe fire hazard, or otherwise 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?	Less than significant impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of wildland fires.	No. There are no new circumstances that would result in new or more severe impacts related to wildland fires.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wildland fires.	None

Discussion

a-c) The Final EIR indicated that development of the 2009 project had the potential to expose persons and the environment to potentially significant hazards associated with abandonment of natural gas wells, underground storage tanks, irrigation wells, septic systems, and Valley fever (*Coccidioidomycosis*). As such, the Final EIR set forth Mitigation Measures 4.8-2(a), 4.8-2(b), 4.8-4(a), 4.8-4(b), 4.8-4(c), 4.8-5(a), and 4.8-5(b), which require abatement of these conditions prior to construction, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore,, Mitigation Measures 4.8-2(a) (as modified), 4.8-2(b) (as modified), 4.8-4(a), 4.8-

4(b), 4.8-4(c), 4.8-5(a), and 4.8-5(b) would apply and would serve to reduce impacts to a level of less than significant.

- d) The Final EIR indicated that the project site is not located on a list of hazardous materials sites compiled pursuant to Government Code 65962.5. The project has not been added to any hazardous materials databases in the time that has elapsed since Final EIR certification. This condition precludes the possibility of related impacts. No impacts would occur.
- e,f) The Final EIR indicated that the project site is more than 7 miles from the Byron Airport. Therefore, this condition precludes the possibility of exposing persons in the project vicinity to aviation hazards. No impacts would occur.
- g) The Final EIR indicated that the project site is located in area served with adequate emergency response times. The Final EIR noted that the 2009 project would be required to comply with the applicable emergency access requirements of the California Fire Code. Impacts would be less than significant.

The project site is located within in area served with adequate emergency response times. Both the North and South Areas of the proposed project would have two vehicular connections to Sand Creek Road and therefore would comply with minimum California Fire Code requirements for emergency access. Impacts would be less than significant.

- h) The Final EIR indicated that the project site is surrounded by urban uses and is not located in an area susceptible to wildland fires. This condition precludes the possibility of exposure to wildland fires. Impacts would be less than significant.

Mitigation Measures

Mitigation Measures 4.8-2(a) and 4.8-2(b) would be modified. All other mitigation measures would remain unchanged.

- MM 4.8-2(a)** Prior to the issuance of grading permits for Sub Area 5A, the applicant shall provide a “No Further Action Required” letter from the RWQCB for review by the Contra Costa County Environmental Health Department and the Brentwood Community Development Director and Public Works Department.
- MM 4.8-2(b)** Prior to the issuance of grading permits approval of any development within ~~Subareas 3A, 3B, 4, or 5A~~, the applicant shall demonstrate compliance with Chapter 17.680 of the Brentwood Municipal Code (Oil and Gas Production), to the satisfaction of the Community Development Director.
- MM 4.8-4(a)** During grading and construction activities, if Underground Storage Tanks are encountered, the applicant shall hire a licensed contractor to remove the USTs. In addition, the applicant shall obtain a permit from Contra Costa County Environmental Health Department, and properly remove the UST, per review and approval of the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered, they shall be removed in

accordance with RWQCB guidelines. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines.

MM 4.8-4(b) During grading and construction activities, if septic systems are encountered, the applicant shall hire a licensed contractor to remove the septic systems. In addition, the applicant shall obtain a permit from Contra Costa County Environmental Health Department, and properly abandon/decommission the septic system, per review and approval of the Contra Costa County Environmental Health Department. If soils suspected of being contaminated are encountered, they shall be stockpiled on plastic sheeting. Stockpiled soils shall be sampled in accordance with RWQCB guidelines, and the findings forwarded to the RWQCB for review. Further remediation, if necessary, and disposal of the soils shall be conducted in accordance with State and federal guidelines.

MM 4.8-4(c) Prior to initiation of any ground disturbance activities within 50 feet of a well, the applicant shall hire a licensed well contractor to obtain a well abandonment permit from Contra Costa County Environmental Health Department, and properly abandon the on-site wells, per review and approval of the Contra Costa County Environmental Health Department.

MM 4.8-5(a) Prior to construction, the project applicant shall initiate a training and education program for construction workers on-site, as indicated in the Report on Control of *Coccidioides immitis* (Valley Fever), which was issued in August 1995 by the Kern County Department of Public Health's Valley Fever Task Force. The program shall be reviewed and approved by the Community Development Director.

MM 4.8-5(b) During construction, the project contractor shall comply with all dust control measures and procedures issued by the Bay Area Air Quality Management District (BAAQMD) in order to decrease exposure to arthrospores present in soil and dust. In addition, all applicable local and State regulations shall be complied with including, but not limited to, the California Labor Code and Title 8 of the California Code of Regulations, Section 3203, which addresses respiratory protection and general industry safety orders, and requires employers to have Injury and Illness Prevention Plans.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
IX. Hydrology and Water Quality					
<i>Would the project:</i>					
a) Violate any water quality standards or waste discharge requirements?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of water quality standards or waste discharge requirements.	No. There are no new circumstances that would result in new or more severe impacts on water quality standards or waste discharge requirements.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of water quality standards or waste discharge requirements.	VIII-5
b) Substantially deplete groundwater supplies or interfere 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)?	Less than significant impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of groundwater.	No. There are no new circumstances that would result in new or more severe impacts on groundwater.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of groundwater.	None
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	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would	No. There are no new circumstances that would result in new or more severe impacts on erosion.	No. No new information has been disclosed pertaining to the proposed project that would require	VIII-6, VIII-7

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
which would result in substantial erosion or siltation on- or off-site?		require additional analysis of erosion.		additional analysis of erosion.	
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?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of flooding.	No. There are no new circumstances that would result in new or more severe impacts on flooding.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of flooding.	VIII-6 VIII-7
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?	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of runoff.	No. There are no new circumstances that would result in new or more severe impacts on runoff.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of runoff.	VIII-6 VIII-7
f) Otherwise substantially degrade water quality	Less than significant impact with mitigation	No. The proposed project would not result in the disclosure of new information that would require additional analysis of water quality.	No. There are no new circumstances that would result in new or more severe impacts on water quality.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of water quality.	VIII-5

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
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?	Less than significant impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of 100-year flood hazard areas.	No. There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of 100-year flood hazard areas.	None
h) Place within a 100-year flood hazard structures which would impede or redirect flood flows?	Less than significant impact	No. The proposed project would not result in the disclosure of new information that would require additional analysis of 100-year flood hazard areas.	No. There are no new circumstances that would result in new or more severe impacts on 100-year flood hazard areas.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of 100-year flood hazard areas.	None
i) Expose people or structures to significant risk or loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on dam or levee failure.	No. There are no new circumstances that would result in new or more severe impacts on dam or levee failure.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of dam or levee failure inundation zone.	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
j) Inundation of by seiche, tsunami, or mudflow?	No impact	No. The proposed project does not involve changes that would result in new impacts on seiches, tsunamis, or mudflows.	No. There are no new circumstances that would result in new or more severe impacts on seiches, tsunamis, or mudflows.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of seiches, tsunamis, or mudflows.	None

Discussion

- a,f) The Final EIR indicated that construction and operational activities associated with the 2009 project had the potential to generate polluted runoff that may enter downstream waterways. As such, the Final EIR set forth Mitigation Measure VIII-5, which requires implementation of stormwater quality control measures, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measure VIII-5 would apply and would serve to reduce impacts to a level of less than significant.

- b) The Final EIR indicated that although the 2009 project would largely convert the pervious surfaces of the project site to impervious surfaces, the provision of stormwater basins, park areas, and landscaped areas within the project would facilitate groundwater percolation and recharge. The Final EIR found that impacts would be less than significant.

The proposed project would include 7.44 acres of parks, landscaped areas, and stormwater treatment areas that would facilitate groundwater percolation and recharge. This is an equivalent, if not greater, amount of impervious acreage relative to the 2009 project. As such, the proposed project would yield a similar less than significant conclusion.

- c-e) The Final EIR indicated that development activities associated with the 2009 project would result in a net increase of impervious surfaces on the project site that would create the potential for additional runoff leaving the project site such that downstream drainage facilities may be inundated. As such, the Final EIR set forth Mitigation Measures VIII-6 and VIII-7, which require the approval of drainage facilities that comply with City of Brentwood and Contra Costa County Flood Control and Water Conservation District requirements, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measures VIII-6 (as modified) and VIII-7 would apply and would serve to reduce impacts to a level of less than significant.

- g-i) The Final EIR indicated that the project site is located outside of a 100-year flood hazard area or dam failure inundation area. This condition precludes the possibility of placing dwelling units or structures within a flood hazard area. No impacts would occur.
- j) The Final EIR indicated that the project site would not be susceptible to tsunamis, seiches, or mudflows because of the distance to the nearest large body of water and the absence of steep slopes on the project vicinity. This condition precludes the possibility of related impacts. No impacts would occur.

Mitigation Measures

Mitigation Measure VIII-6 would be modified. All other mitigation measures would remain unchanged.

MM VIII-4 Prior to the issuance of grading permits, the applicant shall obtain and comply with the NPDES General Construction Permit, including the submittal of a Notice of Intent (NOI) and associated fee to the SWRCB, and the preparation of a Storm Water Pollution Prevention Plan (SWPPP) for review and approval of the City Engineer. The SWPPP shall serve as the framework for identification, assignment, and implementation of Best Management Practices (BMPs). The developer shall implement BMPs to reduce pollutants in stormwater discharges to the maximum extent practicable. The SWPPP shall be submitted to the City Engineer for review and approval and shall remain on the project site during all phases of construction. Following implementation of the SWPPP, the developer shall subsequently demonstrate the SWPPP's effectiveness and provide for necessary and appropriate revisions, modifications, and improvements to reduce pollutants in stormwater discharges to the maximum extent practicable.

MM VIII-6 Prior to the issuance of building permits, the design of drainage facilities for the project shall meet with the approval of the City Engineer ~~and the Contra Costa County Flood Control and Water Conservation District (CCCFCWCD).~~

MM VIII-7 Prior to the issuance of building permits, the project applicant shall pay CCCFCWCD drainage fees for the project site.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
X. Land Use					
<i>Would the project:</i>					
a) Physically divide an established community?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on division of an established community.	No. There are no new circumstances that would result in new or more severe impacts on division of an established community.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of division of an established community.	4.1-1
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 an environmental effect?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on conflicts with any applicable land use plan, policy, or regulation.	No. There are no new circumstances that would result in new or more severe impacts on conflicts with any applicable land use plan, policy, or regulation.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of conflicts with any applicable land use plan, policy, or regulation.	None
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on habitat conservation plans or natural community conservation plans.	No. There are no new circumstances that would result in new or more severe impacts on habitat conservation plans or natural community conservation plans.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of habitat conservation plans or natural community conservation plans.	None

Discussion

- a) The Final EIR indicated that the 2009 project may present land use compatibility conflicts with surrounding residential uses by introducing commercial businesses that may sell alcohol, operate drive-throughs, or be open for business after 10:00 p.m. As such, the Final EIR set forth Mitigation Measure 4.1-1, which requires approval of a security plan to reduce impacts associated with commercial operations to a level of less than significant.

The proposed project would develop 331 single-family lots and reserve eight lots totaling 8.57 acres for future commercial use; however, the applicant is not seeking entitlements for the commercial uses as part of the proposed project, and the ultimate end users and tenant mix are currently unknown. Any future applicants for commercial uses that would sell alcohol, operate drive-throughs, or be open for business after 10:00 p.m. would be required to implement Mitigation Measure 4.1-1. Because the proposed project would simply reserve these lots for future commercial uses, this mitigation measure would not be directly applicable to the currently proposed project. Impacts would be less than significant.

- b) The 2009 project involved a General Plan Amendment to re-designate the site to “Planned Development” and rezoning to a “PD-55” zoning district. The Final EIR found that the General Plan Amendment and rezoning were consistent and compatible with the various provisions of the City of Brentwood General Plan and Brentwood Municipal Code. Impacts were found to be less than significant.

The proposed project would maintain the existing “Planned Development” General Plan land use designation and “PD-55” zoning district. The proposed project’s 331 dwelling units, 8.57 acres of future commercial development, and park areas are consistent with the allowable land uses of the “Planned Development” land use designation and “PD-55” zoning district. Impacts would be less than significant.

- c) The Final EIR indicated that the project site is within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. The Final EIR noted that the project site is within an area contemplated for urban development and, therefore, would only need to pay the applicable development fee to demonstrate consistency with the plan. The Final EIR concluded that impacts would be less than significant.

The proposed project would involve development activities similar to the 2009 project, and thus, would pay the applicable development fee to demonstrate consistency with the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan. Impacts would be less than significant.

Mitigation Measures

The mitigation measures from the Final EIR remain unchanged when considering the development of the proposed project.

- MM 4.1-1** Prior to the approval of any permitted use involving the sale of alcohol as the primary means of business (i.e., bars, nightclubs, liquor stores, etc.), or hours of

operation beyond 10:00 pm, the applicant shall be required to prepare a plan detailing the operational and security-related characteristics of the proposed use. Said plan shall be submitted for the review and approval of the Community Development Director and the Chief of Police, and shall be incorporated into the respective design review or tenant improvement permit approval

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	EIR Mitigation Measures
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?	No impact	No. The proposed project does not involve changes that would result in new impacts on loss of known mineral resources of statewide importance.	No. There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of statewide importance.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of known mineral resources of statewide importance.	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	No impact	No. The proposed project does not involve changes that would result in new impacts on loss of known mineral resources of local importance.	No. There are no new circumstances that would result in new or more severe impacts on loss of known mineral resources of local importance.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of known mineral resources of local importance.	None

Discussion

a,b) The Final EIR indicated that the project site contains existing natural gas wells, and noted that the General Plan EIR indicates that the northwestern portion of Brentwood supports active oil production. The Final EIR noted that the gas well would be properly abandoned as part of the 2009 project and the former well site would be located within an area proposed for a park, thereby allowing access to these mineral resources in the future. Impacts were found to be less than significant.

The proposed project would entail the abandonment of the existing natural gas well. The former well site would overlap with a public street and park, thereby allowing access to these mineral resources in the future. Impacts were found to be less than significant.

Mitigation Measures

None.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XII. Noise					
<i>Would the project:</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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	No. There are no new circumstances that would result in new or more severe impacts associated with noise levels in excess of standards established by applicable local, regional, or national regulations.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of noise levels in excess of standards established by applicable local, regional, or national regulations.	4.5-2 4.5-3(a) 4.5-3(b) 4.5-3(c) 4.5-4(a) 4.5-4(b) 4.5-4(c) 4.5-5
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts associated with groundborne vibration.	No. There are no new circumstances that would result in new or more severe impacts associated with groundborne vibration.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of groundborne vibration.	None
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on associated with a substantial permanent increase in ambient noise levels.	No. There are no new circumstances that would result in new or more severe impacts associated with a substantial permanent increase in ambient noise levels.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of a substantial permanent increase in ambient noise levels.	4.5-2

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts associated with a substantial temporary increase in ambient noise levels.	No. There are no new circumstances that would result in new or more severe impacts associated with a substantial temporary increase in ambient noise levels.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of a substantial temporary increase in ambient noise levels.	4.5-6(a) 4.5-6(b)
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?	No impact	No. The proposed project does not involve changes that would result in new impacts associated with aviation noise.	No. There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of aviation noise.	None
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?	No impact	No. The proposed project does not involve changes that would result in new impacts associated with aviation noise.	No. There are no new circumstances that would result in new or more severe impacts associated with aviation noise.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of aviation noise.	None

Discussion

- a) The Final EIR indicated that residential receptors may be exposed to ambient noise levels in excess of 60 dBA CNEL/L_{dn}, which is the City of Brentwood General Plan’s normally acceptable exterior noise standard for residential uses. This includes noise from traffic on

surrounding roadways, commercial activities, and recreational activities in parks. As such, the Final EIR set forth Mitigation Measures 4.5-2, 4.5-3(a), 4.5-3(b), 4.5-3(c), 4.5-4(a), 4.5-4(b), 4.5-4(c), and 4.5-5, which require incorporation of various site planning and noise attenuation measures to achieve the 60 dBA CNEL/L_{dn} standard, to reduce impacts to a level of less than significant.

The proposed project would develop 331 single-family residential lots, reserve 8.57 acres for future commercial use, and establish 4.99 acres of parks within the same project site boundaries as analyzed within the Final EIR for the 2009 project. As such, the residential uses may be exposed to ambient noise levels in excess of 60 dBA CNEL/L_{dn}. Accordingly, Mitigation Measures 4.5-2 (as modified), 4.5-3(a) (as modified), 4.5-3(b), 4.5-3(c), 4.5-4(a), 4.5-4(b) (as modified), and 4.5-4(c) (as modified) would apply and serve to reduce impacts to a level of less than significant. Mitigation Measure 4.5-5 would not apply because parks are incorporated into the site and are located in locations that minimize impacts to nearby residential uses.

- b) The Final EIR indicated that construction activities would not involve vibration-intensive activities such as pile driving, and, therefore, construction-related vibration would not have the potential to result in excessive groundborne vibration at nearby land uses. The Final EIR found that impacts would be less than significant.

The proposed project would involve development activities similar to the 2009 project and would therefore yield a similar finding for groundborne vibration. Impacts would be less than significant.

- c) The Final EIR indicated that the 2009 project would generate 13,130 daily trips that would contribute to permanent increases in ambient noise levels along local roadways. The largest increase in ambient noise level was anticipated to occur along Sand Creek Road east of Brentwood Boulevard, adjacent to the project site. The Final EIR set forth Mitigation Measure 4.5-2, which requires the installation of noise barriers to protect residential structures along Sand Creek Road, to reduce impacts to a level of less than significant.

As discussed in Section XVI a), the proposed project would generate between 4,930 and 8,460 fewer daily trips relative to the 2009 project, depending on whether the commercial parcels are occupied by retail or office uses, respectively. Accordingly, the proposed project would have a lower contribution to ambient noise levels along roadways in the project vicinity, although it would still require implementation of Mitigation Measure 4.5-2 (as modified) to protect project residents from excessive roadway noise. As such, impacts would be less than significant.

- d) The Final EIR indicated that construction activities have the potential to temporarily expose nearby sensitive receptors to noise levels as high as 90 dB at a distance of 100 feet. As such, the Final EIR set forth Mitigation Measures 4.5-6(a) and 4.5-6(b), which require implementation of construction noise attenuation measures, to reduce impacts to a level of less than significant.

The proposed project would involve development activities similar to the 2009 project, and, therefore, Mitigation Measures 4.5-6(a) and 4.5-6(b) would apply and would serve to reduce impacts to a level of less than significant.

- e,f) The Final EIR indicated that the project site is more than 7 miles from the Byron Airport. Therefore, this condition precludes the possibility of exposing persons in the project vicinity to excessive aviation noise. No impacts would occur.

Mitigation Measures

Mitigation Measure 4.5-5 would not apply to the proposed project and Mitigation Measures 4.5-2, 4.5-3(a), 4.5-4(b), 4.5-4(c), 4.5-6(b) would be modified. All other mitigation measures would remain unchanged.

MM 4.5-2 Prior to approval of Final Maps or Final Site Plans for the commercial parcels, the Final Maps or Final Site Plans ~~tentative maps or site plans, the tentative maps or site plans~~ shall show that all outdoor activity areas of residential and commercial uses are shielded from traffic noise, for the review and approval of the Community Development Director and the City Engineer. The shielding shall be achieved through the site design measures (i.e., setbacks, barriers, site design, building façades, and vegetation). Preliminary barrier calculations indicate that barrier heights of approximately 10 feet would be required along Brentwood Boulevard and seven feet along Sand Creek Road. Future detailed analysis may be required by the Community Development Director per future site plan submittals.

MM 4.5-3(a) Prior to the approval of ~~any tentative subdivision map and/or design~~ design review application for residential uses constructed along Brentwood Boulevard, ~~the project design~~ shall include glass windows and doors with the sound transmission class (STC) ratings sufficient to mitigate for the predicted traffic noise levels in Table 4.5-11 of the project EIR under the cumulative plus project scenarios. A noise study shall be provided as part of any commercial development application. Final design shall be reviewed and approved by the Chief Building Official and the Community Development Director.

MM 4.5-3(b) Prior to the issuance of building permits for commercial, office, and institutional uses, mechanical ventilation systems shall be included in the project design for the review and approval of the Chief Building Official. The use of mechanical ventilation systems would allow occupants to keep windows and doors closed to achieve acoustical isolation from traffic noise.

MM 4.5-3(c) Prior to the issuance of building permits for first row residential uses constructed along the Brentwood Boulevard corridor, the project design shall ensure that all attic vents be acoustically baffled in first row residential uses constructed along the Brentwood Boulevard corridor. The baffles shall introduce at least one 90 degree obstruction to the flow of air through the vent. The baffle should be lined with an

acoustically absorbent material. Final design shall be reviewed and approved by the Chief Building Official.

MM 4.5-4(a) During project review, the Community Development Director shall make a determination as to whether or not the proposed commercial use would likely generate noise levels that could adversely affect the adjacent residential areas. If the determination is made from this review that proposed uses could generate excessive noise levels at noise-sensitive uses, the applicant shall be required to prepare an acoustical analysis consistent with the General Plan Noise Element to ensure that all appropriate noise control measures are incorporated into the project design and to mitigate any noise impacts. Such noise control measures include, but are not limited to, use of noise barriers, site-redesign, silencers, partial or complete enclosures of critical equipment, etc.

MM 4.5-4(b) Where commercial uses adjoin residential uses, and loading docks or large truck circulation routes adjoin residential areas, prior to commercial design review approval, the following measures shall be included in the project design, for review and approval of the Community Development Director. The following measures may be modified pending more detailed analysis of future development proposals by an acoustical consultant:

- Loading docks should maintain a minimum distance of 100 feet from residential property lines;
- Property line barriers should be a minimum of eight feet in height, in order to break line of sight to semitractor trailers and shield adjacent residential uses;
- Circulation routes for large trucks should be located a minimum of 50 feet from the residential property lines;
- Loading dock activities, including truck idling and use of refrigeration units, and shipping/receiving hours shall be limited to daytime hours (7am to 10pm);
- All large heating, cooling and ventilation equipment should be located within mechanical rooms or shielded on the ground, where possible;
- All roof-top exterior heating, cooling and ventilation equipment shall be shielded from view with solid noise barriers, or parapets; and
- Emergency generators shall comply with the local noise criteria.

MM 4.5-4(c) Prior to approval of commercial site plans within individual sub-areas, the project design shall show, for review and approval of the Community Development Director, where commercial land uses are separated from residential areas by local streets, all loading activities should be located on opposite sides of the buildings from residential uses. This mitigation measure may be modified pending more detailed analysis of future development proposals by an acoustical consultant.

MM 4.5-5 During site plan consideration for the parks, the City shall ensure that active recreation areas of neighborhood parks are located as far as possible from residential property lines and masonry walls shall be constructed along property

lines adjacent to existing residential uses. In addition, neighborhood parks shall only be open from dawn to dusk. Parks shall be large enough to allow playgrounds to be placed appropriate distances from residences. In addition, new residential developments shall be informed of any planned parks in their vicinity.

MM 4.5-6(a) During construction, the City shall ensure noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way shall be restricted to the hours of 7:30 am to 5:30 pm, Monday through Saturday. Construction is prohibited on Sundays and City holidays unless prior authorization from the City Engineer / Chief Building Official ~~Community Development Director~~ is obtained.

MM 4.5-6(b) Prior to the approval of the Improvement Plans or initiation of any grading or construction activity, the applicant/developer shall include the following mitigation measures on the plans to be approved by the City Engineer:

- Equip all equipment driven by internal combustion engines with intake and exhaust mufflers that are in good condition and appropriate to the equipment. Unnecessary idling of internal combustion engines should be strictly prohibited;
- Stationary noise-generating equipment, such as air compressors or portable power generators, must be located the greatest distance applicable from sensitive receptors. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses;
- Utilize “quiet” air compressors and other stationary noise sources where technology exists;
- Designate a “disturbance coordinator” who would be responsible for responding to any local complaints regarding construction noise. The disturbance coordinator will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and will require that reasonable measures warranted to correct the problem be implemented; and
- Notify prospective residents within the adjacent subdivision that the development of the commercial portion of the site would generate noise levels during construction that may be considered excessive or annoying.

MM 4.5-8 Implement Mitigation Measure 4.5-2.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIII. Population and Housing					
<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 (e.g., through extension of roads or other infrastructure)?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts associated with growth inducement.	No. There are no new circumstances that would result in new or more severe impacts associated with growth inducement.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of growth inducement.	None
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	No impact	No. The proposed project does not involve changes that would result in new impacts associated with displacement of housing.	No. There are no new circumstances that would result in new or more severe impacts associated with displacement of housing.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of displacement of housing.	None
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	No impact	No. The proposed project does not involve changes that would result in new impacts associated with displacement of persons.	No. There are no new circumstances that would result in new or more severe impacts associated with displacement of persons.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of displacement of persons.	None

Discussion

- a) The Final EIR indicated that the 2009 project had the potential to add 1,897 persons to the City of Brentwood’s population. The Final EIR found that the population growth

attributable to the proposed project was within the growth projections of the City of Brentwood General Plan and therefore represented planned growth. Additionally, the Final EIR noted that the project site is surrounded by urban development and infrastructure on all four sides and, therefore, the 2009 project would not remove a barrier to growth. Impacts would be less than significant.

The proposed project would develop 331 dwelling units, a net reduction of 277 dwelling units relative to the 2009 project. Using the City of Brentwood’s average persons per household figure of 3.1, the proposed project would add 1,026 persons to the City’s population. This represents a net reduction of 871 persons relative to population growth disclosed in the 2009 Final EIR. Additionally, similar to the 2009 project, the proposed project would not remove a barrier to growth. Impacts would be less than significant.

- b,c) The Final EIR indicated that there were no existing dwelling units on the project site. This condition precludes the possibility of displacement of persons or dwelling units. No impacts would occur.

Mitigation Measures

None.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIV. Public Services					
<i>Would the project:</i>					
a) Fire protection?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on fire protection.	No. There are no new circumstances that would result in new or more severe impacts on fire protection.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of fire protection.	4.9-6(a) 4.9-6(b) 4.9-6(c) 4.9-6(d)
b) Police protection?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on police protection.	No. There are no new circumstances that would result in new or more severe impacts on police protection.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of police protection.	4.9-5
c) Schools?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on schools.	No. There are no new circumstances that would result in new or more severe impacts on schools.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of schools.	4.9-7

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Parks?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on parks.	No. There are no new circumstances that would result in new or more severe impacts on parks.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of parks.	4.9-8
e) Other public facilities?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on other public facilities.	No. There are no new circumstances that would result in new or more severe impacts on other public facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of other public facilities.	4.9-9

Discussion

- a) The Final EIR indicated that the 2009 project would add 1,897 new residents to the City of Brentwood’s population and increase demand for fire protection. As such, the Final EIR set forth Mitigation Measures 4.9-6(a), 4.9-6(b), 4.9-6(c), and 4.9-6(d), which require implementation of various measures related to fire protection, to reduce impacts to a level of less than significant.

The proposed project would add 1,026 persons to the City’s population. To ensure adequate fire protection, Mitigation Measures 4.9-6(a), 4.9-6(b), 4.9-6(c), and 4.9-6(d) would apply and serve to reduce impacts to a level of less than significant.

- b) The Final EIR indicated that the 2009 project would add 1,897 new residents to the City of Brentwood’s population and increase demand for police protection. Using the City’s established police staffing ratio of 1.5 officers per 1,000 residents, the 2009 project would create a demand for 2.8 additional police officers. As such, the Final EIR set forth Mitigation Measure 4.9-5, which requires the applicant to participate in a Community Facilities District, to reduce impacts to a level of less than significant.

The proposed project would add 1,026 persons to the City's population. Using the City's establishing police staffing ratio of 1.5 officers per 1,000 residents, the proposed project would create a demand for 1.5 additional police officers. Mitigation Measure 4.9-5 would apply, and would reduce impacts to police protection to a level of less than significant.

- c) The Final EIR indicated that the 2009 project's 608 dwelling units would generate 244 students who would enroll in the Brentwood Union School District (Grades K-8) and 64 students who would enroll in the Liberty Union High School District (Grades 9-12). As such the Final EIR set forth Mitigation Measure 4.9-7, which requires payment of school impact fees, to reduce impacts to a level of less than significant.

The proposed project's 331 dwelling units would generate 155 students who would enroll in the Brentwood Union School District (Grades K-8) and 72 students who would enroll in the Liberty Union High School District (Grades 9-12). The net change of 89 fewer K-8 students and 8 more 9-12 students would not materially alter any conclusions from the Final EIR. Accordingly, Mitigation Measure 4.9-7 would apply, and would reduce impacts to schools to a level of less than significant.

- d) The Final EIR indicated that the 2009 project would add 1,897 new residents to the City of Brentwood's population and increase demand for parks. Using the City's established park land ratio of 5.0 acres per 1,000 residents, the 2009 project would create a demand for 9.5 acres of park land. As such, the Final EIR set forth Mitigation Measure 4.9-8, which requires the applicant to dedicate park land or pay park land fees, to reduce impacts to a level of less than significant.

The proposed project would add 1,026 persons to the City's population. Using the City's established park land ratio of 5.0 acres per 1,000 residents, the proposed project would create a demand for 5.1 acres of park land. The project would provide 5.1 acres of park land and, therefore, would achieve the 5.0-acre-per-1,000-residents standard. As such, Mitigation Measure 4.9-8 would not apply, as sufficient park land is included as part of the project. Impacts to parks would be less than significant.

- e) The Final EIR indicated that the 2009 project would add 1,897 new residents to the City of Brentwood's population and increase demand for libraries. As such, the Final EIR set forth Mitigation Measure 4.9-9, which requires the applicant to participate in a Community Facilities District, to reduce impacts to library services to a level of less than significant.

The proposed project would add 1,026 persons to the City's population. Because Mitigation Measure 4.9-5 is identical to Mitigation Measure 4.9-9, the former mitigation measure supersedes the latter. Implementation of Mitigation Measure 4.9-5 would reduce impacts to library services to a level of less than significant.

Mitigation Measures

Mitigation Measure 4.9-8 would be modified as follows and Mitigation Measure 4.9-9 would not apply to the proposed project.

- MM 4.9-5** The developer shall form or annex into the most current City of Brentwood Community Facilities District to fund public facilities and services, prior to final map approval, to the satisfaction of the City Engineer.
- MM 4.9-6(a)** Prior to issuance of building permits, the applicant shall comply with all applicable requirements of the Uniform Fire Code and the adopted policies of the East Contra Costa Fire Protection District. The Chief Building Official shall review the building plans to ensure compliance.
- MM 4.9-6(b)** Prior to issuance of building permits, the applicant shall provide an adequate and reliable water supply for fire protection with a minimum fire flow of 2,000 gallons per minute (GPM). The required fire flow shall be delivered from not more than two fire hydrants flowing simultaneously while maintaining 20 pounds of residual pressure in the main. The City Engineer shall ensure the minimum fire flow requirements are satisfied. Flow requirements will be determined by the ECCFPD prior to issuance of encroachment and/or building permits. The developer shall provide the number and type of fire hydrants required by ECCFPD and the City Engineer. Hydrant locations will be determined by the ECCFPD and the City Engineer prior to building and/or encroachment permit issuance. All applicable connection fees shall be paid at the time of permit issuance.
- MM 4.9-6(c)** Prior to construction involving use of flammable materials, the developer shall provide access driveways having all weather driving surfaces of not less than 20' unobstructed width and not less than 13'6" of vertical clearance to within 150 feet of travel distance to all portions of the exterior walls of every building. Access driveways shall not exceed 16 percent grade, shall have a minimum outside turning radius of 42 feet, and must be capable of supporting imposed loads of fire apparatus (37 tons). Center divide medians on any access roadways shall leave a minimum remaining lane width of 16 feet on each side. Median length shall not exceed 150 feet when a 16- foot lane width is used. A rolled curb and an unobstructed drivable surface on the median may be used to assist with meeting apparatus turning radius requirements. The Chief Building Official and the City Engineer shall ensure compliance.
- MM 4.9-6(d)** Prior to encroachment and/or building permit issuance for improvements, the developer shall submit plans and specifications to the ECCFPD and the City Engineer for review and approval in accordance with codes, regulations, and ordinances administered by the ECCFPD and the State Fire Marshal's office.

- MM 4.9-7** Prior to issuance of building permits, the applicant shall be required to pay school impact fees.
- MM 4.9-8** The approved tentative subdivision map does not contain any information as to the future location of parks. Therefore, prior to final map approval, developer shall be required to enter into an agreement with the City in accordance with the originally approved map in a form approved by the City, to address park requirements. The agreement shall be recorded against the property along with recordation of the final map in order to inform subsequent developers of their obligations. Among other things, the agreement shall provide that the park requirements for the subdivision must be provided within Parcels B, E, G, H and J on the tentative subdivision map ~~any of the 11 parcels on which residential development is included~~ and must meet the City's standard parks requirements, that the park requirements will be based on the corresponding number of housing units created by that parcel and that, if approved in writing by the Director of Parks & Recreation, a parcel may shift park requirements to another parcel within the subdivision, providing written action is taken that requires the other parcel to accept the additional park requirements and record them against the property.
- MM 4.9-9** ~~Prior to the recordation of final maps, the developer shall form or annex into the most current City of Brentwood Community Facilities District to fund public facilities and services, to the satisfaction of the City Engineer.~~
- MM 4.9-10(a)** Prior to issuance of building permits, applicants shall consult with PG&E and the City of Brentwood to determine the adequacy of existing natural gas and electric facilities to serve the project. The applicant shall be required to pay the project's fair share cost towards the construction of needed improvements identified by PG&E and the City of Brentwood.
- MM 4.9-10 (b)** Prior to initiation of construction activities, the project contractor shall coordinate with PG&E and the City Engineer to identify the location of existing PG&E utilities and determine if relocation of utilities is necessary. If relocation is deemed necessary, prior to construction within existing PG&E utility easements, the contractor shall work with PG&E and the City Engineer to establish a utilities relocation plan, which shall include methods to ensure the provision of utilities during construction of the project.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XV. Recreation					
<i>Would the project:</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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on deterioration of existing park lands.	No. There are no new circumstances that would result in new or more severe impacts on deterioration of existing park lands.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of deterioration of existing park lands.	4.9-8
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on new or expanded park facilities.	No. There are no new circumstances that would result in new or more severe impacts on new or expanded park facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of new or expanded park facilities.	4.9-8

Discussion

a,b) The Final EIR indicated that the 2009 project would add 1,897 new residents to the City of Brentwood’s population and increase demand for parks. Using the City’s established park land ratio of 5.0 acres per 1,000 residents, the 2009 project would create a demand for 9.5 acres of park land. As such, the Final EIR set forth Mitigation Measure 4.9-8, which requires the applicant to dedicate park land or pay park land fees, to reduce impacts to a level of less than significant.

The proposed project would add 1,026 persons to the City’s population. Using the City’s established park land ratio of 5.0 acres per 1,000 residents, the proposed project would create a demand for 5.1 acres of park land. The project would provide 5.1 acres of park land and, therefore, would achieve the 5.0-acre-per-1,000 residents standard. As such, Mitigation Measure 4.9-8 would not apply as sufficient park land is included as part of the project. Impacts to parks would be less than significant.

Mitigation Measures

Mitigation Measure 4.9-8 would be modified as follows.

- MM 4.9-8** The approved tentative subdivision map does not contain any information as to the future location of parks. Therefore, prior to final map approval, developer shall be required to enter into an agreement with the City in accordance with the originally approved map in a form approved by the City, to address park requirements. The agreement shall be recorded against the property along with recordation of the final map in order to inform subsequent developers of their obligations. Among other things, the agreement shall provide that the park requirements for the subdivision must be provided within Parcels B, E, G, H and J on the tentative subdivision map any of the 11 parcels on which residential development is included and must meet the City's standard parks requirements, that the park requirements will be based on the corresponding number of housing units created by that parcel and that, if approved in writing by the Director of Parks & Recreation, a parcel may shift park requirements to another parcel within the subdivision, providing written action is taken that requires the other parcel to accept the additional park requirements and record them against the property.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVI. Transportation					
<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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on measures of effectiveness of transportation.	No. There are no new circumstances that would result in new or more severe impacts on measures of effectiveness of transportation.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of measures of effectiveness of transportation.	4.3-1 4.3-2
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 the designated roads or highways?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on congestion management program roadways.	No. There are no new circumstances that would result in new or more severe impacts on congestion management program roadways.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of congestion management program roadways.	4.3-1 4.3-2
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results	No impact	No. The proposed project does not involve changes that would result in	No. There are no new circumstances that would result in new or more severe	No. No new information has been disclosed pertaining to the proposed	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
in substantial safety risks?		new impacts on air traffic patterns.	impacts on air traffic patterns.	project that would require additional analysis of air traffic patterns.	
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on hazards due to a design feature.	No. There are no new circumstances that would result in new or more severe impacts on hazards due to a design feature.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of hazards due to a design feature.	4.3-14.3-2
e) Result in inadequate emergency access?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on emergency access.	No. There are no new circumstances that would result in new or more severe impacts on emergency access.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of emergency access.	None
f) Conflict with adopted policies, plans, or program regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on public transit, bicycle, or pedestrian facilities.	No. There are no new circumstances that would result in new or more severe impacts on public transit, bicycle, or pedestrian facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of public transit, bicycle, or pedestrian facilities.	None

Discussion

The analysis in this section is based on the Trip Generation Comparison prepared by Fehr & Peers. The comparison is provided in Appendix A.

- a,b) The Final EIR indicated that the 2009 project would generate 13,130 daily trips, 1,244 AM peak-hour trips, and 1,280 PM peak-hour trips. These trips would contribute to unacceptable operations at the following four intersections: Brentwood Boulevard/Homecoming Way; Brentwood Boulevard/Grant Street – Sunset Road; Brentwood Boulevard/Havenwood Avenue; Brentwood Boulevard/Village Drive. The Final EIR set forth Mitigation Measures 4.3-1 and 4.3-2, which required the applicant to either install improvements or pay fair share fees to the City of Brentwood to install improvements. The implementation of the improvements contemplated by Mitigation Measures 4.3-1 and 4.3-2 would achieve acceptable levels of service and reduce impacts to a level of less than significant.

Fehr & Peers calculated trip generation for the proposed project and compared the totals with the 2009 project; refer to Table 3. Because the eight lots reserved for future commercial use could support either office or retail end users, Fehr & Peers separately estimated trip generation for 120,000 square feet of office and retail. Under the office scenario, the proposed project would generate 8,460 fewer daily trips, 782 fewer AM peak-hour trips, and 758 fewer PM peak-hour trips. For the retail scenarios, the proposed project would generate 4,930 fewer daily trips, 822 fewer AM peak-hour trips, and 502 fewer PM peak-hour trips. Overall, the proposed project would result in net reduction in trip generation for the AM and PM peak hours and lessen the severity of the previously disclosed intersection operations impacts. Mitigation Measures 4.3-2 (as modified) would still apply and would serve to reduce impacts to a level of less than significant. Mitigation Measure 4.3-1 would not apply because Mitigation Measure 4.3-2 would satisfy the applicant’s obligation. Finally, Fehr & Peers recommended that the intersection of Brentwood Boulevard/Sand Creek Road be periodically monitored to ensure proper signal timing, which would be standard maintenance and operations activity undertaken by the City of Brentwood.

Table 3: Trip Generation Comparison

Scenario	Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
2009 Project	13,130	840	404	1,244	484	796	1,280
Proposed Project (Office)	4,670	255	207	462	231	291	522
<i>Difference</i>	<i>(8,460)</i>	<i>(585)</i>	<i>(197)</i>	<i>(782)</i>	<i>(253)</i>	<i>(505)</i>	<i>(758)</i>
Proposed Project (Retail)	8,200	170	252	422	423	355	778
<i>Difference</i>	<i>(4,930)</i>	<i>(670)</i>	<i>(152)</i>	<i>(822)</i>	<i>(61)</i>	<i>(441)</i>	<i>(502)</i>

Source: Fehr & Peers, 2015.

- c) The Final EIR indicated that the project site is more than 7 miles from the Byron Airport. Therefore, this condition precludes the possibility of the proposed project altering air traffic patterns at Byron Airport. No impacts would occur.
- d) The Final EIR indicated that the 2009 project would contribute vehicle trips to four intersections that would operate at unacceptable levels of service, which may create roadway safety problems. As such, the Final EIR set forth Mitigation Measures 4.3-1 and 4.3-2, which require implementation of various improvements, to reduce impacts to a level of less than significant.

As indicated in Table 3, the proposed project would generate as many as 462 AM peak-hour trips and as many as 778 PM peak-hour trips that would have the potential to contribute to roadway congestion problems at the four intersections. Accordingly, Mitigation Measure 4.3-2 (as modified) would apply and would serve to reduce impacts to a level of less than significant.

- e) The Final EIR indicated that the 2009 project would be accessible from multiple access points on Sand Creek Road. As such, adequate emergency access would be provided and impacts would be less than significant.

Both the North and South Areas of the proposed project would have two vehicular connections to Sand Creek Road and therefore would comply with minimum California Fire Code requirements for emergency access. Impacts would be less than significant.

- f) The Final EIR indicated that the 2009 project's internal roadways would include sidewalks and provide sufficient width for safe bicycle travel. Additionally, the Final EIR noted that Tri Delta Transit has existing bus stops on Brentwood Boulevard that are within walking distance of the project site. The Final EIR found that the 2009 project would not conflict with adopted plans for public transit, bicycles, or pedestrians, and, therefore, impacts would be less than significant.

The proposed project's internal streets would have 56-foot to 100-foot-wide sections that would include sidewalks. The existing Class II bicycle lanes and sidewalks on Sand Creek Road would be maintained by the proposed project. As such, the proposed project would facilitate safe bicycle and pedestrian mobility. Additionally, there are existing Tri Delta Transit bus stops on Brentwood Boulevard that are within walking distance of the project site, and, therefore, the proposed project would be accessible to transit. Impacts would be less than significant.

Mitigation Measures

Mitigation Measures 4.3-1, 4.3-2, 4.3-7(a), and 4.3-7(d) would be modified as follows, while Mitigation Measure 4.7-3(f) would not apply to the proposed project.

- MM 4.3-1** The Brentwood Boulevard/Homecoming Way intersection shall be modified by eliminating left turns from the intersection's westbound approach, by installing a raised island and appropriate signing and striping, to the satisfaction of the City

Engineer. The improvement shall be completed concurrent with the Brentwood Boulevard roadway improvements at no cost to the City.

- MM 4.3-2** The developer shall pay the current Traffic Impact Fees through the Development Fee Program. ~~In addition, within 12 months of City Council approval, the developer shall initiate the design for the improvements to Brentwood Boulevard North Phase 1 as identified in the City’s CIP Program. The City shall be the lead for all work associated with right of way acquisition, permitting and environmental documentation including associated costs and fees. The developer shall be responsible for providing all supporting documentation. The design shall be completed within 18 months of initiation to the satisfaction of the City Engineer and shall be the financial responsibility of the developer. A portion of these design costs are fee creditable as determined by the City Engineer. (This condition substitutes and implements the prior mitigation measures to modify the Brentwood Boulevard/Grant Street/Sunset Road intersection, the Brentwood Boulevard/Havenwood intersection, Brentwood Boulevard/Village Drive intersection and the Brentwood Boulevard/Sunrise Drive intersection).~~
- MM 4.3-3** Implement Mitigation Measure 4.3-2.
- MM 4.3-4** Implement Mitigation Measure 4.3-2.
- MM 4.3-7(a)** The developer shall design and install a traffic interconnect system in ~~Brentwood Boulevard and Sand Creek Road~~ to synchronize the proposed or modified traffic signals along the project’s ~~Brentwood Boulevard and Sand Creek Road~~ frontages. The interconnect shall include, if necessary, new traffic controllers at the modified signals to conform with City standards. These improvements shall be installed to the satisfaction of the City Engineer and concurrent with the ~~Brentwood Boulevard and Sand Creek Road~~ roadway improvements.
- MM 4.3-7(b)** The developer shall mitigate this impact by the payment of the current Traffic Impact Fees per the Development Fee Program for the Brentwood Boulevard/Lone Tree Way intersection due to the similar level of service for the existing + approved projects condition [LOS A/A (PM/AM peak)] and the existing + approved projects + proposed project conditions [LOS A/B (PM/AM peak)] and the fact that the cumulative impact is not realized until year 2030.
- MM 4.3-7(c)** Implement Mitigation Measure 4.3-2.
- MM 4.3-7(d)** The developer shall pay the current Traffic Impact Fees per the Development Fee Program and the developer shall pay their fair share of the cost of the traffic signal at the Brentwood Boulevard/Gregory Lane intersection. The fair share shall be defined as 15% of ~~\$300,000~~ ~~\$200,000~~, or ~~\$45,000~~ ~~\$30,000~~, and shall be paid prior to the recordation of the first residential final map. (This condition substitutes and

implements the prior mitigation measure to modify the Brentwood Boulevard/Gregory Lane intersection).

MM 4.3-7 (e) Implement Mitigation Measure 4.3-2.

~~**MM 4.3-7(f)** The Brentwood Boulevard/Sand Creek Road intersection shall be re-evaluated to verify an acceptable level of service, taking into account the signal synchronization anticipated in Mitigation Measure 4.3-7(a) for the proposed project. This study shall be completed within 6 months of final project approval, to the satisfaction of the City Engineer, at no cost to the City. Any recommendations set forth in this study shall be implemented by the developer.~~

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVII. Utilities and Service Systems					
<i>Would the project:</i>					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on wastewater treatment requirements.	No. There are no new circumstances that would result in new or more severe impacts on wastewater treatment requirements.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wastewater treatment requirements.	4.9-2(a) 4.9-2(b)
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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts associated with new water or wastewater treatment facilities.	No. There are no new circumstances that would result in new or more severe impacts associated with new water or wastewater treatment facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of new water or wastewater treatment facilities.	4.9-1(a) 4.9-1(b) 4.9-2(a) 4.9-2(b)
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?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on stormwater drainage facilities.	No. There are no new circumstances that would result in new or more severe impacts on stormwater drainage facilities.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of stormwater drainage facilities.	None

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on water supply.	No. There are no new circumstances that would result in new or more severe impacts on water supply.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of water supply.	4.9-1(a) 4.9-1(b)
e) Result in inadequate wastewater treatment capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts on wastewater treatment capacity.	No. There are no new circumstances that would result in new or more severe impacts on wastewater treatment capacity.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of wastewater treatment capacity.	4.9-2(a) 4.9-2(b)
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on landfill capacity.	No. There are no new circumstances that would result in new or more severe impacts on landfill capacity.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of landfill capacity.	None
g) Comply with federal, state, and local statutes and regulations related to solid waste?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts on statutes and regulations related to solid waste.	No. There are no new circumstances that would result in new or more severe impacts on statutes and regulations related to solid waste.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of statutes and regulations related to solid waste.	None

Discussion

- a,e) The Final EIR indicated that the 2009 project would generate 206,562 gallons per day of effluent. The Final EIR found that although the City's Wastewater Treatment Plant would have adequate capacity to treat this amount of effluent, the project would need to contribute impact fees to the City to fund future improvements for water distribution. As such, Mitigation Measures 4.9-2(a) and 4.9-2(b) were proposed, which require payment of such fees, to reduce impacts to a level of less than significant.

The proposed project would develop 331 single-family residences and create eight lots totaling 8.57 acres for future commercial use. Using the wastewater generation rates from the Final EIR, these uses would generate 103,079 gallons per day, or roughly 50 percent of the amount of effluent generated by the 2009 project. The proposed project would install a wastewater collection system consisting of 8-inch-diameter pipelines that would connect to an existing 8-inch-diameter line within Sand Creek Road. Mitigation Measure 4.9-2(a), which requires payment of the City's wastewater impact fee, would apply; however, Mitigation Measure 4.9-2(b) would not apply because the applicant would be installing all wastewater collection facilities necessary to serve the project. Impacts on wastewater would be less than significant.

- b) The Final EIR indicated that no new water treatment or wastewater treatment facilities would be needed to serve the 2009 project. Nonetheless, the Final EIR required the 2009 project to pay impact fees to fund the development of new water treatment and wastewater treatment facilities. As such, Mitigation Measures 4.9-1(a), 4.9-1(b), 4.9-2(a), and 4.9-2(b) were proposed, which require payment of such fees, to reduce impacts to a level of less than significant.

The proposed project would develop 331 single-family residences and reserve eight lots totaling 8.57 acres for future commercial use. As discussed under items XVII a), c), and e), the proposed project would result in a net decrease in water demand and effluent generation. Mitigation Measures 4.9-1(a) and 4.9-2(a) would be implemented to reduce impacts to a level of less than significant.

- c) The Final EIR indicated that the 2009 project would install on-site storm drainage facilities that would discharge runoff into the Contra Costa County Flood Control and Water Conservation District municipal storm drainage system. The Final EIR indicated that the amount of impervious surface coverage associated with the 2009 project was less than the amount the City's General Plan had originally contemplated for the project site, and, therefore, there would be a net decrease in runoff relative to planned downstream drainage capacity. The Final EIR found that impacts would be less than significant.

The proposed project would increase the amount of pervious surface coverage relative to the 2009 project by including 4.99 acres of parks and 2.45 acres of landscaping and stormwater management facilities, and by reducing the amount of building square footage. Additionally, the 2.45 acres of landscaping and stormwater management facilities include two on-site stormwater basins that would detain runoff prior to discharge into the Contra Costa County Flood Control and Water Conservation District municipal storm drainage

system. Collectively, these characteristics would ensure that the proposed project would not result in a net increase in runoff relative to the 2009 project. Impacts would be less than significant.

- d) The Final EIR indicated that the 2009 project would demand 214,050 gallons per day of potable water. The Final EIR found that although the City of Brentwood would have adequate supplies to serve the 2009 project's demand, the project would need to contribute impact fees to the City to fund future improvements for wastewater collection and treatment. As such, Mitigation Measures 4.9-1(a) and 4.9-1(b) were proposed, which require payment of such fees, to reduce impacts to a level of less than significant.

The proposed project would develop 331 single-family residences and create eight lots totaling 8.57 acres for future commercial use. Using the water demand rates from the Final EIR, these uses would demand 101,358 gallons per day, or 47 percent of the amount of water demanded by the 2009 project. The proposed project would install a potable water distribution system consisting of 8- to 12-inch-diameter pipelines that would connect to an existing 20-inch-diameter line within Sand Creek Road. Mitigation Measure 4.9-1(a), which requires payment of the City's water impact fee, would apply; however, Mitigation Measure 4.9-1(b) would not apply because the applicant would be installing all water distribution facilities necessary to serve the project. Impacts on water would be less than significant.

- f,g) The Final EIR indicated that the 2009 project would generate 1,369.9 tons of solid waste on an annual basis. The Final EIR found that the Keller Canyon Landfill had adequate capacity to accommodate the 2009 project's solid waste and concluded that impacts were less than significant.

The proposed project would develop 331 single-family residences and create eight lots totaling 8.57 acres for future commercial use. Using the solid waste generation rates from the Final EIR, these uses would generate 731 tons of solid waste on an annual basis, or 53 percent of the solid waste generated by the 2009 project. As such, the proposed project would not result in a net increase in solid waste generation relative to the 2009 project. Impacts would be less than significant.

Mitigation Measures

Mitigation Measures 4.9-1(b) and 4.9-2(b) would not apply to the proposed project.

MM 4.9-1(a) Prior to issuance of building permits, the applicant shall be required to pay the City's Water Development Impact Fees.

~~**MM 4.9-1(b)** Prior to issuance of building permits, the applicant shall construct and/or show proof of payment of fair share fees for sizing and construction of water infrastructure to service the project, for review and approval of the Public Works Department.~~

MM 4.9-2(a) Prior to issuance of building permits, the applicant shall be required to pay the City's Wastewater Impact Development Impact Fees.

~~**MM 4.9-2(b)** — Prior to issuance of building permits, the applicant shall construct and/or show proof of payment of fair share fees for sizing and construction of wastewater infrastructure to service the project, for review and approval of the Public Works Department.~~

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVIII. Mandatory Findings of Significance					
<i>Would the project:</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?	Less than significant impact with mitigation	No. The proposed project does not involve changes that would result in new impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	No. There are no new circumstances that would result in new or more severe impacts associated with degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of degrading the quality of the environment, substantially reducing the habitat of a fish or wildlife species, causing a fish or wildlife population to drop below self-sustaining levels, threatening to eliminate a plant or animal community, reducing the number or restrict the range of a rare or endangered plant or animal, or eliminating important examples of the major periods of California history or prehistory.	4.6-2 4.6-3(a) 4.6-3(b) 4.6-4 4.6-5 4.6-8 4.7-1(a) 4.7-1(b) 4.7-1(c)

Environmental Issue Area	Conclusion in Final EIR	Do the Proposed Changes Involve New Impacts?	New Circumstances Involving New Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts associated with cumulatively considerable impacts.	No. There are no new circumstances that would result in new or more severe impacts associated with cumulatively considerable impacts	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of cumulatively considerable impacts	None
c) Does the project have environmental effects which will cause substantial adverse effects on human beings?	Less than significant impact	No. The proposed project does not involve changes that would result in new impacts associated with environmental effects that will cause substantial adverse effects on human beings.	No. There are no new circumstances that would result in new or more severe impacts associated with environmental effects that will cause substantial adverse effects on human beings.	No. No new information has been disclosed pertaining to the proposed project that would require additional analysis of environmental effects that will cause substantial adverse effects on human beings.	None

Discussion

- a) As discussed in Section IV, Biological Resources section, the proposed project would have a potentially significant impact on special status species and trees. The proposed project would incorporate Mitigation Measures 4.6-2, 4.6-3(a), 4.6-3(b), 4.6-4, 4.6-5, and 4.6-8 (as modified) to reduce impacts to a level of less than significant. As discussed in Section V, Cultural Resources, construction activities may encounter undiscovered cultural resources,

and, therefore, Mitigation Measures 4.7-1(a), 4.7-1(b), and 4.7-1(c) would be implemented to reduce impacts to a level of less than significant.

- b) As discussed in the preceding sections, many of the potential impacts of the proposed project would occur during construction, with a few lasting operational effects. For remaining areas of analysis, the proposed project would not contribute to cumulative, significant long-term impacts that would substantially combine with impacts of other current or probable future impacts. The proposed project would not create impacts that are cumulatively considerable.
- c) The preceding sections of this addendum discuss various types of impacts that could have adverse effects on human beings, including:
- Dust and air pollutants during project construction activities (Section III, Air Quality)
 - Operational emissions (Section III, Air Quality)

Each type of impact with the potential to cause substantial adverse effects on human beings has been evaluated, and this addendum concludes that these potential impacts would not substantially increase with development of the proposed project, and would be consistent with the results concluded in the Final EIR. Therefore, the proposed project would have a less than significant impact related to adverse effects on human beings.

Mitigation Measures

Mitigation Measures 4.6-2, 4.6-3(a), 4.6-3(b), 4.6-4, 4.6-5, 4.6-8 (as modified), 4.7-1(a), 4.7-1(b), and 4.7-1(c) would apply:

- MM 4.6-2** Prior to the issuance of grading permits, the applicant shall ensure that a preconstruction survey for special-status plant species is conducted prior to commencement of construction activities, for the review and approval of the Community Development Director and the California Department of Fish and Wildlife. The survey is to be done to verify the continued absence of special-status plant species identified in the previous surveys.
- MM 4.6-3(a)** Prior to the issuance of grading permits, the applicant shall ensure that preconstruction surveys are conducted between April 15 and July 15 by a qualified biologist within the project area to determine the presence of burrowing owls during the height of the nesting season. The survey is to be completed in accordance with the survey requirements of the CDFG and protocol for the California Burrowing Owl Consortium (CBOC) and submitted to the Community Development Director. If site disturbance does not commence within 30 days of the nesting season survey, an additional survey shall be conducted prior to construction.

If site disturbance commences during the nesting season, between February 1 and August 31, and burrowing owls are detected on or within 250 feet of the on-site construction areas, a fenced buffer shall be installed not less than 250 feet between the nest burrow(s) and construction activities. The 250-foot buffer shall be

observed and the fence left intact until a qualified biologist determines that the young are foraging independently, the nest has failed, or the owls are not using any burrows within the buffer.

MM 4.6-3(b) Prior to the issuance of grading or construction permits for the project site, the applicant shall pay the applicable HCP/NCCP per-acre fee in effect. Once the per-acre fee is paid, the City will verify that the HCP/NCCP permit terms and conditions have been met and issue take authorization under the HCP/NCCP.

MM 4.6-4(a) Prior to the issuance of grading permits, the applicant shall ensure that pre-construction surveys are conducted between February and August by a qualified biologist within the project area and within a 0.5 mile radius of the project boundary. If nests are not found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with HCP/NCCP Mitigation Measure 4.6-3(b). If active nests are found, the findings shall be submitted to DFG and a buffer zone of a minimum of one-quarter mile shall be established around the active nest. Intensive new disturbances, such as heavy equipment activities associated with construction that may cause nest abandonment or forced fledging, shall not be initiated within this buffer zone between March 1 and September 1. Any trees containing nests that must be removed as a result of project implementation shall be removed during non-breeding season between September and January.

MM 4.6-5 If site disturbance commences during the nesting season (February 1 through August 15), a pre-construction survey shall be conducted by a qualified wildlife biologist within 15 days of the start of project-related activities. If nests are not found during the pre-construction survey, further action is not required, other than payment of HCP/NCCP mitigation fees, and required compliance with Mitigation Measure 4.6-3(b). If nests of migratory birds are detected on site or within 75 feet (for migratory passerine birds) or 250 feet (for birds of prey) of the site, the applicant shall observe no disturbance buffers of 75 feet for migratory passerine and 250 feet for birds of prey until August 15, or the qualified biologist determines that the young are foraging independently, or the nest has been abandoned.

Removal of any potential nesting trees or shrubs shall occur between September 1 and January 31, outside of the general avian nesting season. If removal of any potential nesting trees or shrubs occurs, or construction begins, between February 1 and August 31 (nesting season for passerine or non-passerine land birds) or December 15 and August 31 (nesting season for raptors), the applicant shall have a nesting bird survey performed. The survey shall be done for the review and approval of the Community Development Director, by a qualified biologist within 14 days prior to the removal or disturbance of potential nesting trees or shrubs, or the initiation of other construction activities during the early part of the breeding season (late December through April) and not more than 30 days prior to the initiation of these activities during the late part of the breeding season (May

through August). During this survey, a qualified biologist shall inspect all potential nesting habitat (trees, shrubs, grasslands, pastures, etc.) in and immediately adjacent to the impact areas for nests.

Active nests shall be flagged and an appropriate non-disturbance buffer zone shall be established around the nesting trees or shrubs. The size of the buffer zone shall be determined by the project biologist in consultation with CDFG and will depend on the species involved, site conditions, and type of work to be conducted on the project site. Typically, if active nests are found, construction activities shall not take place within 250 feet of the raptor nests and within 75 feet of other migratory birds until the young have fledged. A qualified biologist shall monitor active nests to determine when the young have fledged and are feeding on their own. The qualified biologist and CDFG shall be consulted for clearance before construction activities resume on the project site.

MM 4.6-8 ~~Prior to deeming complete site-specific applications for parcels located within the proposed project site, the site plan(s) shall identify a~~ All non-orchard trees within the site plan area that are at least in “good” condition (based on the arborist report prepared for the project site), which should be protected from damage, to the satisfaction of the Community Development Department, and ~~shall be~~ should identified on the grading plan. Appropriate protective measures shall be taken to ensure preservation during grading activity and after project occupancy. Any non-orchard tree in at least “good” condition that cannot be preserved in place shall be relocated or replaced, to the satisfaction of the Community Development Department.

MM 4.7-1(a) During ground disturbance activities, if any earth-moving activities uncover any concentrations of stone, bone or shellfish, any artifacts of these materials, or any evidence of fire (ash, charcoal, fire altered rock, or earth), all work shall be halted in the vicinity of the find and a qualified archaeologist shall be contacted immediately to make an evaluation to assess possible historic importance or prehistoric significance. If warranted by the discovery of a concentration of artifacts or soil deposits, further work in the discovery area shall be monitored by an archaeologist.

If the discovery appears to be an isolated find, monitoring of excavation in the vicinity would be appropriate to confirm this. However, if the discovery appears indicative of a more complex deposit, archaeological investigation shall be undertaken and a limited subsurface test procedure (auger test) shall be performed in the discovery location to determine if any culturally modified soils or more concentrated artifactual remains are present at greater depths.

MM 4.7-1(b) In the event that any archaeological deposits are discovered during construction or grading, work in the vicinity of the discovery shall be halted until a plan has been submitted to the Community Development Director for the evaluation of the resource, as required under current CEQA Guidelines. In addition, the following

standard archaeological monitoring and spot check procedures shall be implemented in the vicinity of the discovery, following an investigation that determines that potentially significant discoveries have been made:

- Monitoring shall consist of directly watching the major excavation process. Monitoring shall occur during the entire work day, and shall continue on a daily basis until a depth of excavation has been reached at which resources could not occur. This depth is estimated as usually about five feet below grade at the beginning of the project, but may require modification in specific cases, and shall be determined by the monitoring archaeologist based on observed soil conditions. Spot checks shall consist of partial monitoring of the progress of excavation over the course of the project. During spot checks, all spoils material, open excavations, recently grubbed areas, and other soil disturbances shall be inspected to determine if cultural materials are present. The frequency and duration of spot checks shall be based on the relative sensitivity of the exposed soils and active work areas. The monitoring archaeologist shall determine the relative sensitivity of the parcel.
- If prehistoric human interments (human burials or skeletal remains) are encountered within the native soils of the parcel, all work should be halted in the immediate vicinity of the find. The County Coroner, project superintendent, and the Agency Liaison shall be contacted immediately.
- If significant cultural deposits other than human burials are encountered, the project shall be modified to allow the artifacts or features to be left in place, or the archaeological consultant shall undertake the recovery of the deposit or feature. Significant cultural deposits are defined as archaeological features or artifacts that associate with the prehistoric period, the historic era (Mission and Pueblo Periods), and the American era up to about 1950.
- Whenever the monitoring archaeologist suspects that potentially significant cultural remains or human burials have been encountered, the piece of equipment that encounters the suspected deposit shall be stopped, and the excavation inspected by the monitoring archaeologist. If the suspected remains prove to be non-significant or noncultural in origin, work shall recommence immediately.
- If the suspected remains prove to be part of a significant deposit, all work shall be halted in that location until appropriate recordation and (possible) removal has been accomplished. If human remains (burials) are found, the County Coroner shall be contacted to evaluate the discovery area and determine the context; not all discovered human remains reflect Native American origins. However, in all cases where prehistoric or historic era Native American resources are involved, the Native American Heritage Commission shall be contacted to designate appropriate representatives of the local Native American community, who also should be contacted about their concerns.
- Equipment stoppages shall only involve those pieces of equipment that have actually encountered significant or potentially significant deposits, and should not be construed to mean a stoppage of all equipment on the site unless the cultural deposit covers the entire building site.

- During temporary equipment stoppages brought about to examine suspected remains, the archaeologist shall accomplish the necessary tasks with all due speed.

MM 4.7-1(c) During construction, if bone is uncovered that may be human, the California Native American Heritage Commission, located in Sacramento, and the Contra Costa County Coroner shall be notified. Should human remains be found, all work shall be halted until final disposition by the Coroner. Should the remains be determined to be of Native American descent, the Native American Heritage Commission shall be consulted to determine the appropriate disposition of such remains. In addition, a qualified archaeologist shall be notified immediately so that an evaluation of the remains and the site can be performed.

Conclusion

The conclusions from the Final EIR remain unchanged when considering the development of the proposed project.

**Appendix A:
Trip Generation Comparison**

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DRAFT MEMORANDUM

Date: July 31, 2015
To: Grant Gruber, First Carbon Solutions
From: Kathrin Tellez, Fehr & Peers
Subject: Transportation Assessment for Sciortino Ranch Project

WC15-3241

This memorandum presents the results of a transportation assessment for the Sciortino Ranch project in Brentwood, California. The purpose of this study is to estimate the vehicle trip generation of the currently proposed project, compare it to the project assessed in the 2009 certified Environmental Impact Report (EIR), and to evaluate if the currently proposed project would reduce or eliminate intersection impacts as compared to the 2009 project (approved project).

Several different levels of intersection analysis were conducted, including the EIR analysis methods and a delay based analysis approach. The first used the same analysis methods as the EIR analysis; results of that assessment indicate that the impacts of the currently proposed project would be similar to but less severe than the approved project.

Since the preparation of the EIR analysis, the Contra Costa Transportation Authority (CCTA) updated its technical procedures, specifying the use of a delay based methodology (Highway Capacity Manual, 2010 [HCM 2010]) as opposed to a volume-to-capacity based method (CCTA LOS) for signalized intersections. For unsignalized intersections, the method changed from the HCM 2000 method to the HCM 2010 method. Overall conclusions of the HCM 2010 analysis are similar to those based on the EIR analysis methods, with the exception of two intersections that are projected to operate at acceptable service levels using the HCM 2010 method that were projected to be deficient using the EIR analysis method.

Several roadway improvements in the project study area have been completed since the project was approved resulting in different lane configurations than assumed in the EIR analysis, including the construction of a landscaped median on a portion of Brentwood Boulevard and the closure of one street. An assessment of cumulative conditions under current lane configurations was



conducted in conjunction with an assessment of intersection operations considering planned roadway improvements.

The following presents the project description, trip generation comparison, intersection analysis, and conclusions.

PROJECT DESCRIPTION

The Sciortino Ranch site is approximately 65 acres located east of Brentwood Boulevard bisected by Sand Creek Road, in Brentwood. Other land uses in the area include single and multi-family homes, retail, office, and educational uses.

The 2009 project as analyzed in the certified EIR included the following uses:

- 140 single-family residential units
- 468 multi-family residential units
- 107,267 square feet of retail
- 87,991 square feet of office
- 228,690 square feet of institution uses (community college)
- 5.1 acres of parks

The current proposal includes the following uses:

- 331 single-family residential units
- 120,000 square feet of commercial
- 5 acres of parks

For the purposes of the trip generation assessment, the commercial uses were assumed to be either office or shopping center.

TRIP GENERATION ANALYSIS

Trip generation refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. In addition to estimates of daily traffic, estimates are also created for the peak one-hour periods during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest.



The expected vehicle trip generation for the approved project was obtained from the transportation and circulation section of the EIR. The expected vehicle trip generation for the proposed uses was calculated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (9th Edition), as presented in **Table 1**, using the same method that was employed for the EIR analysis, with the exception that an internalization factor and alternative mode reductions were not assumed in the calculation of the currently proposed project trip generation.

Results of the trip generation assessment indicate that the current proposal with either office or retail (or combination of the two) on the commercial parcel would generate less vehicle traffic on a daily and weekday peak hour basis than the approved project.

INTERSECTION ANALYSIS

EIR Analysis Method

To assess the potential for changed project impacts with the currently proposed project, near-term and cumulative analyses were conducted using the same methodology presented in the EIR. Details regarding this method are provided in the EIR. To develop updated near-term and cumulative with project forecasts, vehicle trips that could be generated by the currently proposed project, assuming retail for the commercial portion of the project, were added to the near-term and cumulative without project forecasts from the EIR based on the trip generation above and the project trip distribution percentages contained in the EIR. Intersection operations were then evaluated using the same methodology as the EIR; Contra Costa Transportation Authority Level of Service (CCTA LOS) method for signalized intersection and *Highway Capacity Manual* (HCM) 2000 method for unsignalized intersections. Results are presented in **Table 2** for the near-term condition and **Table 3** for the cumulative condition.

Results of the intersection analysis indicate that the proposed project would not result in new intersection impacts and it would reduce the severity of previously identified impacts. In the cumulative condition, the Brentwood Boulevard at Sand Creek Road intersection was projected to operate at a deficient service level with the approved project during the PM peak hour, but is projected to operate at an acceptable service level with the proposed project.



**TABLE 1
 TRIP GENERATION COMPARISON**

Use	Size	Daily	Morning			Evening		
			In	Out	Total	In	Out	Total
Approved Project ¹		13,130	840	404	1,244	484	796	1,280
Proposed Project (With Office)								
Single Family Homes ²	331 single family homes	3,160	60	181	241	195	114	309
Office ³	120,000 square feet	1,510	194	27	221	36	177	213
Total		4,670	254	208	462	231	291	522
Difference between Approved Project		-8,460	-586	-196	-782	-253	-505	-758
Proposed Project (With Retail)								
Single Family Homes ²	331 single family homes	3,160	60	181	241	195	114	309
Retail ⁴	120,000 square feet	7,650	108	66	174	325	352	677
Less Retail Pass-by ⁵	34 percent	-2,600				-110	-120	-230
Total		8,210	170	252	422	423	355	778
Difference between Approved Project		-4,920	-670	-152	-822	-61	-441	-502

1. From Table 4.3-8 of the Sciortino Ranch Project Draft Environmental Impact Report, Raney Planning and Management, February 2009.
 2. Based on *Trip Generation Manual* (9th Edition) trip generation rate for land use 210, single family homes.
 3. Based on *Trip Generation Manual* (9th Edition) trip generation rate for land use 710, office.
 4. Based on *Trip Generation Manual* (9th Edition) trip generation rate for land use 820, shopping Center.
 5. Based on Guidance provided in the ITE Trip Generation Handbook; not applicable to residential trips.
- Source: Fehr & Peers, 2015.



Updated CCTA Technical Procedures – HCM 2010 Method

An analysis of intersection operations was conducting using the HCM 2010 methodology, as specified in the CCTA Technical Procedures, January 16, 2013. CCTA's Technical Procedures were developed to help city staff and consultants prepare traffic studies using a uniform set of policies, procedures, and tools. The analysis methods are further described in Attachment A. The primary difference between the volume-to-capacity based approach and the HCM 2010 delay based approach for analyzing signalized intersections is that the HCM 2010 method takes into consideration signal timing and pedestrian/bicycle flows through an intersection. Results are presented in **Table 4** for the near-term condition and **Table 5** for the cumulative condition for the without project and with proposed project scenarios.

Results of the HCM 2010 analysis identify the same impacted intersections in the near-term condition as the EIR analysis method. In the cumulative condition, two intersections that were identified in the EIR to operate at a deficient level with the project are not projected to operate deficiently using the HCM 2010 method:

- Brentwood Boulevard at Sand Creek Road
- Brentwood Boulevard at Village Drive

The Brentwood Boulevard at Sand Creek Road intersection was also projected to not degrade to a deficient level using the same method as the EIR analysis.



**TABLE 2
 NEAR-TERM CONDITIONS INTERSECTION LEVEL OF SERVICE**

	Intersection	Control ¹	Peak Hour ²	Near-Term Without Project		Near-Term With Approved Project		Near-Term With Proposed Project	
				V/C Ratio or Delay ³	LOS	V/C Ratio or Delay ³	LOS	V/C Ratio or Delay ³	LOS
1	Brentwood Boulevard/ Lone Tree Way	Signal	AM PM	0.398 0.477	A A	0.498 0.603	A B	0.438 0.544	A A
2	Brentwood Boulevard/ Sunrise Drive	SSSC	AM PM	13.7 16.8	B C	18.3 21.4	C C	14.5 19.6	B C
3	Brentwood Boulevard/ Gregory Lane	SSSC	AM PM	13.8 16.1	B C	18.5 20.0	C C	14.7 18.7	B C
4	Brentwood Boulevard/ Homecoming Way	SSSC	AM PM	21.2 26.3	C D	35.1 47.0	E E	25.1 35.9	D E
5	Brentwood Boulevard/ Grant Street	Signal	AM PM	0.663 0.810	B D	0.867 0.975	D E	0.704 0.910	C E
6	Brentwood Boulevard/ Sunset Court	SSSC	AM PM	13.4 16.3	B C	15.4 22.3	C C	14.5 18.6	B C
7	Brentwood Boulevard/ Havenwood Avenue	SSSC	AM PM	28.9 37.8	D E	53.4 79.7	F F	35.3 53.7	E F
8	Brentwood Boulevard/ Applewood Common	Signal	AM PM	0.295 0.340	A A	0.393 0.421	A A	0.329 0.405	A A
9	Brentwood Boulevard/ Sand Creek Road	Signal	AM PM	0.453 0.581	A A	0.622 0.802	B D	0.491 0.632	A B
10	Brentwood Boulevard/ Technology Way	Signal	AM PM	0.276 0.345	A A	0.405 0.536	A A	0.301 0.381	A A
11	Brentwood Boulevard/ Village Drive	SSSC	AM PM	17.0 26.2	C D	25.9 44.2	D E	18.8 36.6	C E
12	Brentwood Boulevard/ Central Boulevard	Signal	AM PM	0.336 0.379	A A	0.404 0.478	A A	0.367 0.432	A A
13	Sand Creek Road/ O'Hara Avenue	Signal	AM PM	0.337 0.458	A A	0.368 0.518	A A	0.366 0.485	A A

Notes: **Bold** indicates potentially deficient operations; **bold italics** indicates potentially significant impacts.

1. SSSC = side street stop control, Signal = signalized

2. AM = weekday morning peak hour, PM = weekday evening peak hour

3. LOS = Level of Service. LOS calculations conducted using the CCTA LOS method for signalized intersection and the HCM 2000 method for unsignalized intersections. For side-street stop-controlled intersections, delay for worst approach is shown.

Source: Fehr & Peers, 2015.



TABLE 3
CUMULATIVE CONDITIONS INTERSECTION LEVEL OF SERVICE

	Intersection	Control ¹	Peak Hour ²	Cumulative Without Project		Cumulative With Approved Project		Cumulative With Proposed Project	
				V/C Ratio or Delay ³	LOS	V/C Ratio or Delay ³	LOS	V/C Ratio or Delay ³	LOS
1	Brentwood Boulevard/ Lone Tree Way	Signal	AM PM	0.824 1.049	D F	0.924 1.175	E F	0.864 1.116	D F
2	Brentwood Boulevard/ Sunrise Drive	SSSC	AM PM	17.1 29.0	C D	23.1 40.8	C E	18.5 36.9	C E
3	Brentwood Boulevard/ Gregory Lane	SSSC	AM PM	17.1 28.3	C D	23.0 39.5	C E	18.5 35.9	C E
4	Brentwood Boulevard/ Homecoming Way	SSSC	AM PM	40.9 83.1	E F	88.7 197.6	F F	52.6 134.7	F F
5	Brentwood Boulevard/ Grant Street	Signal	AM PM	0.810 1.178	D F	1.014 1.295	F F	0.851 1.277	D F
6	Brentwood Boulevard/ Sunset Court	SSSC	AM PM	16.5 33.9	C D	20.0 92.2	C F	18.5 49.6	C E
7	Brentwood Boulevard/ Havenwood Avenue	SSSC	AM PM	31.2 63.4	E F	60.1 192.1	F F	38.7 106.5	E F
8	Brentwood Boulevard/ Applewood Common	Signal	AM PM	0.332 0.385	A A	0.419 0.453	A A	0.382 0.457	A A
9	Brentwood Boulevard/ Sand Creek Road	Signal	AM PM	0.497 0.740	A C	0.731 0.936	C E	0.505 0.742	A C
10	Brentwood Boulevard/ Technology Way	Signal	AM PM	0.297 0.433	A A	0.469 0.627	A B	0.322 0.468	A A
11	Brentwood Boulevard/ Village Drive	SSSC	AM PM	19.0 55.2	C F	30.4 139.9	D F	21.3 100.5	C F
12	Brentwood Boulevard/ Central Boulevard	Signal	AM PM	0.365 0.506	A A	0.400 0.605	A B	0.399 0.555	A A
13	Sand Creek Road/ O'Hara Avenue	Signal	AM PM	0.398 0.585	A A	0.428 0.645	A B	0.416 0.611	A B

Notes: **Bold** indicates potentially deficient operations; **bold italics** indicates potentially significant impacts.

1. SSSC = side street stop control, Signal = signalized

2. AM = weekday morning peak hour, PM = weekday evening peak hour

3. LOS = Level of Service. LOS calculations conducted using the CCTA LOS method for signalized intersection and the HCM 2000 method for unsignalized intersections. For side-street stop-controlled intersections, delays for worst approach are shown.

Source: Fehr & Peers, 2015.



TABLE 4
NEAR-TERM CONDITIONS INTERSECTION LEVEL OF SERVICE – HCM 2010 METHOD

	Intersection	Control ¹	Peak Hour ²	Near-Term Without Project		Near-Term With Proposed Project	
				Delay ³	LOS	Delay ³	LOS
1	Brentwood Boulevard/ Lone Tree Way	Signal	AM PM	17 19	B B	18 26	B C
2	Brentwood Boulevard/ Sunrise Drive	SSSC	AM PM	1 (16) 1 (22)	A (C) A (C)	1 (17) 1 (28)	A (C) A (D)
3	Brentwood Boulevard/ Gregory Lane	SSSC	AM PM	1 (16) 1 (20)	A (C) A (C)	1 (17) 1 (25)	A (C) A (C)
4	Brentwood Boulevard/ Homecoming Way	SSSC	AM PM	1 (23) 1 (29)	A (C) A (D)	1 (28) 1 (40)	A (D) A (E)
5	Brentwood Boulevard/ Grant Street	Signal	AM PM	29 54	C D	33 71	C E
6	Brentwood Boulevard/ Sunset Court	SSSC	AM PM	0 (14) 0 (17)	A (B) A (C)	0 (15) 0 (20)	A (B) A (C)
7	Brentwood Boulevard/ Havenwood Avenue	SSSC	AM PM	1 (35) 1 (49)	A (D) A (E)	1 (45) 1 (77)	A (E) A (F)
8	Brentwood Boulevard/ Applewood Common	Signal	AM PM	13 17	B B	14 22	B C
9	Brentwood Boulevard/ Sand Creek Road	Signal	AM PM	13 18	B B	25 39	C D
10	Brentwood Boulevard/ Technology Way	Signal	AM PM	5 5	A A	5 5	A A
11	Brentwood Boulevard/ Village Drive	SSSC	AM PM	1 (14) 1 (16)	A (B) A (C)	1 (14) 1 (18)	A (B) A (C)
12	Brentwood Boulevard/ Central Boulevard	Signal	AM PM	17 19	B B	17 20	B B
13	Sand Creek Road/ O'Hara Avenue	Signal	AM PM	21 31	C C	21 33	C C

Notes: **Bold** indicates potentially deficient operations; **bold italics** indicates potentially significant impacts.

1. SSSC = side street stop control, Signal = signalized

2. AM = weekday morning peak hour, PM = weekday evening peak hour

3. LOS = Level of Service. LOS calculations conducted using the HCM 2010 method. For side-street stop-controlled intersections, delay is shown as intersection average (worst approach).

Source: Fehr & Peers, 2015.



**TABLE 5
 CUMULATIVE CONDITIONS INTERSECTION LEVEL OF SERVICE – HCM 2010 METHOD**

	Intersection	Control ¹	Peak Hour ²	Cumulative Without Project		Cumulative With Proposed Project	
				Delay ³	LOS	Delay ³	LOS
1	Brentwood Boulevard/ Lone Tree Way	Signal	AM PM	73 > 120	E F	91 > 120	F F
2	Brentwood Boulevard/ Sunrise Drive	SSSC	AM PM	1 (22) 1 (46)	A (C) A (E)	1 (24) 1 (65)	A (C) A (F)
3	Brentwood Boulevard/ Gregory Lane	SSSC	AM PM	1 (22) 1 (44)	A (C) A (E)	1 (24) 1 (60)	A (C) A (F)
4	Brentwood Boulevard/ Homecoming Way	SSSC	AM PM	1 (43) 1 (> 120)	A (E) A (F)	1 (56) 1 (> 120)	A (F) A (F)
5	Brentwood Boulevard/ Grant Street	Signal	AM PM	46 > 120	D F	46 > 120	D F
6	Brentwood Boulevard/ Sunset Court	SSSC	AM PM	1 (18) 3 (43)	A (C) A (E)	1 (20) 4 (68)	A (C) A (F)
7	Brentwood Boulevard/ Havenwood Avenue	SSSC	AM PM	1 (38) 4 (> 120)	A (E) A (F)	1 (53) 4 (> 120)	A (F) A (F)
8	Brentwood Boulevard/ Applewood Common	Signal	AM PM	14 19	B B	16 28	B C
9	Brentwood Boulevard/ Sand Creek Road	Signal	AM PM	21 43	C D	28 52	C D
10	Brentwood Boulevard/ Technology Way	Signal	AM PM	6 6	A A	6 7	A A
11	Brentwood Boulevard/ Village Drive	SSSC	AM PM	1 (14) 1 (21)	A (B) A (C)	1 (21) 1 (24)	A (C) A (C)
12	Brentwood Boulevard/ Central Boulevard	Signal	AM PM	19 24	B C	20 27	B C
13	Sand Creek Road/ O'Hara Avenue	Signal	AM PM	23 38	C D	24 38	C D

Notes: **Bold** indicates potentially deficient operations; **bold italics** indicates potentially significant impacts.

1. SSSC = side street stop control, Signal = signalized

2. AM = weekday morning peak hour, PM = weekday evening peak hour

3. LOS = Level of Service. LOS calculations conducted using the HCM 2010 method. For side-street stop-controlled intersections, delay is shown as intersection average (worst approach).

Source: Fehr & Peers, 2015.



Changed Conditions

Since the preparation of the EIR analysis, there have been several roadway improvements in the project study area that result in different lane configurations than assumed in the EIR analysis, including the construction of a landscaped median on a portion of Brentwood Boulevard that results in the Gregory Lane intersection with Brentwood Boulevard being restricted to right-in/right-out operation and the closure of the Sunset Court intersection with Brentwood Boulevard. These roadway network modifications have the potential to adjust travel patterns in the area as existing and future traffic would adjust travel patterns, such as vehicles that were formerly able to turn left into and out of Gregory Lane would now have to complete turning movements at Sunrise Drive (or the northern intersection of Gregory Lane). Vehicles that were projected to turn from Sunset Court were reassigned to Havenwood Avenue.

Cumulative without and with project conditions were evaluated considering these traffic shifts and the current intersection configuration. The results are presented in **Table 6**. Based on the results of this assessment, five intersections are projected to operate deficiently in the cumulative condition prior to the addition of project traffic. The addition of project traffic would worsen intersection operations at those locations and also result in deficient side-street operations at the Brentwood Boulevard at Gregory Lane intersection. Improvements identified as part of the approved project EIR, the City of Brentwood General Plan EIR, and the City of Brentwood Capital Improvement Program were reviewed for each intersection that is projected to operate deficiently in the cumulative condition to identify if planned improvements would result in acceptable operations.

Brentwood Boulevard at Lone Tree Way – This intersection is projected to operate at a deficient level of service in the cumulative condition during both peak hours prior to the addition of project traffic. This finding is consistent with the approved project EIR as well as the General Plan EIR. The addition of project traffic would worsen intersection operations. Planned improvements identified in the General Plan EIR include:

- Modify signal to provide protected left-turn phasing on eastbound and westbound approaches
- Eastbound: modify to provide a left-turn, through lane, and two right-turn lanes, and implement right-turn overlap signal phasing
- Westbound: modify to provide a left-turn, through lane, and shared through-right lane



- Northbound: modify to provide dual left-turn lanes, through-lane, and a through-right lane.

Based on the traffic forecasts from the approved project EIR, as modified to reflect the proposed project, the eastbound approach would need to be modified to provide dual eastbound left-turn lanes, a through lane and a right-turn only lane (this could be completed within the cross section identified in the General Plan EIR) to provide acceptable service levels, as shown in Table 6.

The 2009 Final EIR identified payment of Traffic Impact Fees through the current Development Fee Program as mitigation for transportation-related impacts at this intersection. The impacts associated with the current project are consistent with (although less severe than) what was identified in the 2009 Final EIR.

Brentwood Boulevard at Sunrise Drive – The side-street movement at this intersection is projected to operate at a deficient level of service in the cumulative condition prior to the addition of project traffic during the weekday PM peak hour. The addition of project traffic would increase delay for the side-street movement. Peak hour traffic signal warrants would not be satisfied. This finding is consistent with the approved project EIR.

The City's Capital Improvement Program identifies widening this section of Brentwood Boulevard to provide two travel lanes in each direction. As shown in Table 6, this improvement reduces delay for vehicles turning from the side-street to Brentwood Boulevard but does not result in Level of Service D conditions for the side-street movement. Through traffic on Brentwood Boulevard travels unimpeded through the intersection. Signalization of this intersection is not desirable due to the close spacing of the Lone Tree Way intersection. Prohibiting the eastbound left-turn movement is also not desired as there is not an alternate way to turn left from this area to Brentwood Boulevard as the Gregory Lane intersection is restricted to right-in/right-out operations only. Widening Sunrise Drive to provide separate left and right-turn lanes would allow right-turning vehicles to by-pass vehicles waiting to turn left, but the left-turn movement would continue to experience LOS E or F operations during the weekday PM peak hour. Alternative improvements may be identified as the area is redeveloped.

The 2009 Final EIR identified modification of the intersection to eliminate left and right turns from the intersection to mitigate cumulative impacts. However, this modification does not



seem consistent with other planned corridor improvements. As the widening of Brentwood Boulevard through this intersection is included City's Capital Improvement Program, the project applicant should pay their fair share towards planned improvements at this intersection through the payment of the Roadway Capital Improvement Fee.

Brentwood Boulevard at Gregory Lane – The side-street movement at this intersection is projected to operate at a deficient level of service in the cumulative condition with the addition of project traffic in the PM peak hour. Peak hour traffic signal warrants would not be satisfied. This finding is consistent with the approved project EIR.

The City's Capital Improvement Program identifies widening this section of Brentwood Boulevard to provide two travel lanes in each direction. As shown in Table 6, this improvement reduces delay for vehicles turning from the side-street to Brentwood Boulevard to LOS C.

The 2009 Final EIR identified installation of a traffic signal at this intersection to mitigate cumulative impacts (fair share contribution). However, as this intersection has been restricted to right-in/right-out operation, this measure does not seem consistent with other planned corridor improvements. As the widening of Brentwood Boulevard through this intersection is included City's Capital Improvement Program, the project applicant should pay their fair share towards planned improvements at this intersection through the payment of the Roadway Capital Improvement Fee.

Brentwood Boulevard at Homecoming Way – The side-street movement at this intersection is projected to operate at a deficient level of service in the cumulative condition prior to the addition of project traffic during the weekday PM peak hour. The addition of project traffic would increase delay for the side-street movement. Peak hour traffic signal warrants would not be satisfied. This finding is consistent with the approved project EIR.

The City's Capital Improvement Program identifies widening this section of Brentwood Boulevard to provide two travel lanes in each direction. As shown in Table 6, this improvement reduces delay for vehicles turning from the side-street to Brentwood Boulevard but does not result in LOS D or better operations. Based on the traffic projections, this level of delay is experienced by less than 5 vehicles during the PM peak hour and there are alternative locations to turn from this neighborhood to Brentwood Boulevard. Restricting



access, such as prohibiting left-turns from this intersection, would change travel patterns through the neighborhood and could create circuitous travel.

The 2009 Final EIR identified payment of Traffic Impact Fees through the current Development Fee Program as mitigation for transportation-related impacts at this intersection. The impacts associated with the current project are consistent with (although less severe than) what was identified in the 2009 Final EIR.

Brentwood Boulevard at Grant Street – This intersection is projected to operate at a deficient level in the cumulative condition prior to the addition of project traffic in both the morning and evening peak hour. The addition of project traffic would worsen intersection operations. This finding is consistent with the approved project EIR as well as the General Plan EIR. Planned improvements identified in the General Plan EIR include:

- Modify signal to provide protected left-turn phasing on eastbound and westbound approaches
- Westbound: modify to provide a left-turn, through-lane, and a right-turn only lane.

The City's Capital Improvement Program also identifies widening this section of Brentwood Boulevard to provide two travel lanes in each direction on Brentwood Boulevard.

With the improvement identified in the General Plan EIR for the east and west intersection legs in combination with the project identified in the Capital Improvement Program, the intersection is projected to operate at LOS D or better during both the morning and evening peak hours, as shown in Table 6.

The 2009 Final EIR identified modifying the intersection to provide a second northbound through lane through the conversion of the northbound right-turn only lane to a through-right-shared lane and construction of a second southbound through lane as mitigation. This improvement is identified in the City's Capital Improvement Program. The project applicant should pay their fair share towards this improvement through payment of the Roadway Capital Improvement Fee.

Brentwood Boulevard at Havenwood Avenue – The side-street movement at this intersection is projected to operate at a deficient level of service in the cumulative condition prior to the addition of project traffic during the weekday PM peak hour. The addition of



project traffic would increase delay for the side-street movement. Peak hour traffic signal warrants would not be satisfied. This finding is consistent with the approved project EIR.

The City's Capital Improvement Program identifies widening this section of Brentwood Boulevard to provide two travel lanes in each direction. As shown in Table 6, this improvement reduces delay for vehicles turning from the side-street to Brentwood Boulevard to LOS D or better.

The 2009 Final EIR identifies prohibiting through and left-turn movements at this intersection. However, this modification does not seem consistent with other planned corridor improvements. As the widening of Brentwood Boulevard through this intersection is included City's Capital Improvement Program and roadway widening would result in acceptable side-street operations, the project applicant should pay their fair share towards planned improvements at this intersection through the payment of the Roadway Capital Improvement Fee.

Impacts were identified at the Brentwood Boulevard at Sand Creek Road and Brentwood Boulevard at Village Drive intersections with the approved project. The analysis of with project conditions using the HCM 2010 method indicates that both intersections would operate at an acceptable service level.

At the Brentwood Boulevard at Sand Creek Road intersection, the approved project EIR identified constructing a southbound right-turn only lane as mitigation. Based on the current intersection configuration and the approved project EIR traffic forecasts as adjusted for the currently approved project, no improvements are recommended other than periodically monitoring traffic signal timing.

At the Brentwood Boulevard at Village Drive intersection, the approved project EIR identified restricting this intersection to right-in/right-out operation only. This change would potentially divert traffic through other neighborhoods, would create circuitous travel through the area and could restrict access to the shopping center on the northeast corner of the intersection. Based on the current intersection configuration, the approved project EIR traffic forecasts as adjusted for the currently approved project, and the results of the HCM 2010 analysis, no improvements are recommended.



CONCLUSIONS

The trip generating potential of the proposed project (with either office or retail on the commercial parcels) would generate less traffic than the approved project and the transportation impacts of the proposed project are projected to be similar to but less than those of the approved project. The analysis using the same methodology presented in the EIR indicates that the currently proposed project would have less severe intersection impacts than the approved project, with the potential for one impact to be eliminated. One unsignalized intersection that was projected to operate deficiently using the HCM 2000 analysis method is projected to operate at an acceptable level under the HCM 2010 method. A summary of the deficient operations is provided in **Table 7** along with a recommendation for potential improvement.

Please call Kathrin at 925-930-7100 if you have any questions.



**TABLE 6
 CUMULATIVE CONDITIONS INTERSECTION LEVEL OF SERVICE
 HCM 2010 METHOD WITH EXISTING ROADWAY IMPROVEMENTS AND MITIGATION**

Intersection	Control ¹	Peak Hour ²	Cumulative Without Project		Cumulative With Proposed Project		Cumulative With Proposed Project With Mitigation	
			Delay ³	LOS	Delay ³	LOS	Delay ³	LOS
1 Brentwood Boulevard/ Lone Tree Way	Signal	AM PM	73 > 120	E F	91 > 120	F F	32 39	C D
2 Brentwood Boulevard/ Sunrise Drive	SSSC	AM PM	1 (26) 3 (73)	A (D) A (F)	1 (29) 4 (116)	A (D) A (F)	1 (20) 2 (46)	A (C) A (E)
3 Brentwood Boulevard/ Gregory Lane	SSSC	AM PM	1 (16) 1 (29)	A (C) A (D)	1 (17) 1 (37)	A (C) A (E)	0 (12) 0 (17)	0 (B) A (C)
4 Brentwood Boulevard/ Homecoming Way	SSSC	AM PM	1 (43) 1 (> 120)	A (E) A (F)	1 (56) 1 (> 120)	A (F) A (F)	1 (32) 0 (111)	A (D) A (F)
5 Brentwood Boulevard/ Grant Street	Signal	AM PM	46 > 120	D F	46 > 120	D F	28 50	C D
6 Brentwood Boulevard/ Sunset Court	Free	AM PM	0 (0) 0 (0)	A (A) A (A)	0 (0) 0 (0)	A (A) A (A)	No Improvements Identified	
7 Brentwood Boulevard/ Havenwood Avenue	SSSC	AM PM	2 (25) 8 (89)	A (D) A (F)	2 (33) 16 (> 120)	A (D) C (F)	2 (19) 3 (35)	A (C) A (D)
8 Brentwood Boulevard/ Applewood Common	Signal	AM PM	14 19	B B	16 28	B C	No Improvements Identified	
9 Brentwood Boulevard/ Sand Creek Road	Signal	AM PM	21 43	C D	28 52	C D	No Improvements Identified	
10 Brentwood Boulevard/ Technology Way	Signal	AM PM	6 6	A A	6 7	A A	No Improvements Identified	
11 Brentwood Boulevard/ Village Drive	SSSC	AM PM	1 (14) 1 (21)	A (B) A (C)	1 (21) 1 (24)	A (C) A (C)	No Improvements Identified	
12 Brentwood Boulevard/ Central Boulevard	Signal	AM PM	19 24	B B	20 27	B B	No Improvements Identified	
13 Sand Creek Road/ O'Hara Avenue	Signal	AM PM	23 38	C D	24 38	C D	No Improvements Identified	

Notes: **Bold** indicates potentially deficient operations; **bold italics** indicates potentially significant impacts.

1. SSSC = side street stop control, Signal = signalized

2. AM = weekday morning peak hour, PM = weekday evening peak hour

3. LOS = Level of Service. LOS calculations conducted using the 2010 Highway Capacity Manual method. For side-street stop-controlled intersections, delay is shown as intersection average (worst approach).

Source: Fehr & Peers, 2015.



**TABLE 7
 IMPACT SUMMARY**

Intersection		Approved Project Near-Term EIR Results	Proposed Project Near-Term EIR Results	Approved Project Cumulative EIR Results	Proposed Project Cumulative EIR Results	Proposed Project Cumulative Delay Based Analysis Method Results	Proposed Project Cumulative Delay Based Analysis Method Results with Current Roadway Configuration	Mitigation Status/ Recommendation
1.	Brentwood Boulevard/Lone Tree Way	No Impact	No Impact	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project and GP EIR Identified Improvements
2.	Brentwood Boulevard/Sunrise Drive	No Impact	No Impact	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project
3.	Brentwood Boulevard/Gregory Lane	No Impact	No Impact	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project
4.	Brentwood Boulevard/Homecoming Way	<i>Impact</i>	<i>Similar Results</i>	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project
5.	Brentwood Boulevard/Grant Street	<i>Impact</i>	<i>Similar Results</i>	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project and GP EIR Identified Improvements
6.	Brentwood Boulevard/Sunset Court	No Impact	No Impact	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	Intersection restricted to Emergency Vehicle access only.	No changes recommended
7.	Brentwood Boulevard/Havenwood Avenue	<i>Impact</i>	<i>Similar Results</i>	<i>Impact</i>	<i>Similar Results</i>	<i>Similar Results</i>	<i>Similar Results</i>	Contribute to CIP Project
8.	Brentwood Boulevard/Applewood Common	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	N/A
9.	Brentwood Boulevard/Sand Creek Road	No Impact	No Impact	<i>Impact</i>	Acceptable Operations Projected	Acceptable Operations Projected	Acceptable Operations Projected	No changes recommended



**TABLE 7
 IMPACT SUMMARY**

Intersection		Approved Project Near-Term EIR Results	Proposed Project Near-Term EIR Results	Approved Project Cumulative EIR Results	Proposed Project Cumulative EIR Results	Proposed Project Cumulative Delay Based Analysis Method Results	Proposed Project Cumulative Delay Based Analysis Method Results with Current Roadway Configuration	Mitigation Status/ Recommendation
10.	Brentwood Boulevard/Technology Way	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	N/A
11.	Brentwood Boulevard/Village Drive	<i>Impact</i>	<i>Similar Results</i>	<i>Impact</i>	<i>Similar Results</i>	Acceptable Operations Projected	Acceptable Operations Projected	No changes recommended
12.	Brentwood Boulevard/Central Boulevard	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	N/A
13.	Sand Creek Road/O'Hara Avenue	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	N/A

Source: Fehr & Peers, 2015



ATTACHMENT A – INTERSECTION LEVEL OF SERVICE ANALYSIS METHODS

The operations of roadway facilities are described with the term “level of service” (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (i.e., best operating conditions) to LOS F (over capacity operating conditions). LOS E corresponds to operations “at capacity.” When volumes exceed capacity, stop-and-go conditions result and operations are designated as LOS F. The City of Brentwood strives to maintain mid-LOS D or better for peak hour intersection operations.

Signalized Intersections

Traffic conditions at signalized intersections were evaluated using the method from Chapter 16 of the Transportation Research Board’s *Highway Capacity Manual*, 2010. This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. **Table A-1** summarizes the relationship between average delay per vehicle and LOS for signalized intersections.

Unsignalized Intersections

Traffic conditions at unsignalized intersections were evaluated using the method from Chapter 17 of the *Highway Capacity Manual*, 2010. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. At two-way or side street-controlled intersections, the control delay (and LOS) is calculated for each controlled movement, as well as the left-turn movement from the major street, and the entire intersection. For controlled approaches composed of a single lane, the control delay is computed as the average of all movements in that lane. The delays for the entire intersection and for the movement or approach with the highest delay are reported. **Table A-2** summarizes the relationship between delay and LOS for unsignalized intersections.



**TABLE A-1
SIGNALIZED INTERSECTION LOS CRITERIA**

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and/or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0
E	Operations with long delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80.0

Source: *Highway Capacity Manual* (Transportation Research Board, 2010).



**TABLE A-2
UNSIGNALIZED INTERSECTION LOS CRITERIA**

Level of Service	Description	Average Control Delay Per Vehicle (Seconds)
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic delays with intersection capacity exceeded	> 50.0

Source: *Highway Capacity Manual* (Transportation Research Board, 2010).

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